

VOL. IX

Registered U. S. Patent Office  
DECEMBER, 1928

No. 11

DEC 17 '28X



## Guaranteed Coal Tarred Pot Warp

When thinking of your requirements for pot warps for 1929 fishing, consider the advantages offered only by Columbian.

Columbian Coal Tarred pot warps are Guaranteed.

They are made of the same high quality fibre as *Tape-Marked Pure Manila Rope*.

They are most economical and will save you money.

It is a great convenience to buy your Buoy Lines, Lobster Twine, etc., already coal tarred. It not only saves a disagreeable job, but you are assured of a positive and even tarring.

In order to derive all these advantages it is necessary to specify Columbian.



### Columbian Rope Company

362-90 Genesee Street

Auburn, "The Cordage City" N. Y.

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Philadelphia



Boston Office and Warehouse - 38 Commercial Wharf



## Thomas A. Edison,

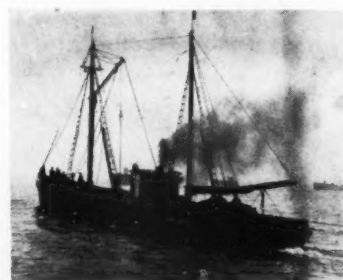
recognized as America's foremost inventive genius, gave the steel-alkaline storage battery to the world a score of years ago. Since its introduction to Industry, the Edison Battery has found a ready and overwhelming acceptance in every field it has entered because of the economy, long life, great efficiency and trouble-free operating characteristics which are its attributes. Today, fishing skippers and fishing vessel operators are realizing that the Edison assures the best battery service at the lowest cost per year of operation. Below, we picture a few of the vessels which are operating out of New England ports—Edison Battery equipped!



BEAUTY  
ST. JOSEPH



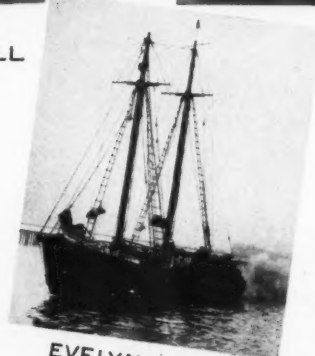
GRAND  
MARSHALL



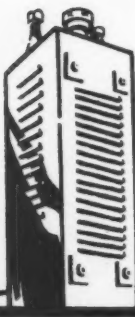
HOOP-LA



EVELINA M. GOULART



EVELYN SEARS



**EDISON STORAGE BATTERY COMPANY ~ ORANGE, N. J.**

Boston Office: 702 BEACON STREET, BOSTON, MASS.



"You need  
honest worth  
-out on  
the banks"

The "red line 'round the top" is your assurance of honest dollar value. Dealers who serve the fishermen best—in ports on both sea and inland waters—carry these Goodrich Kingfisher Boots. Lined with cotton or wool. In storm-king, sporting, or hip lengths. Sizes 5 to 12. Black extension soles. Specially reinforced for rough wear.

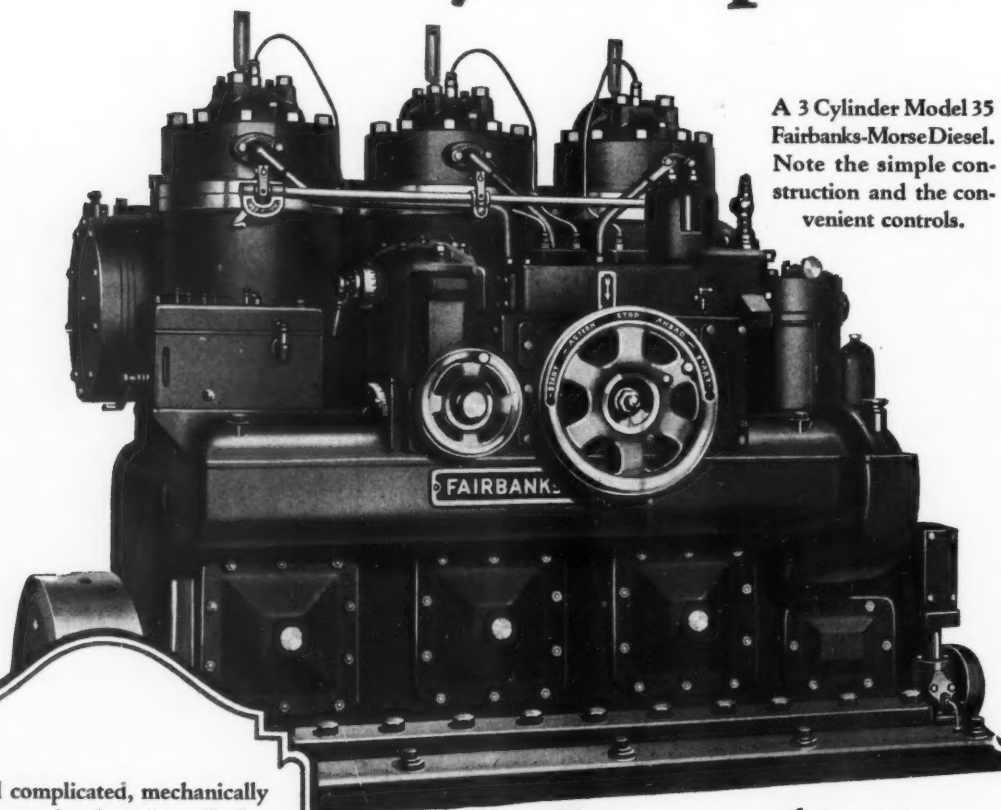
The farther from port you get, the friendlier you'll feel toward these Goodrich Kingfisher Boots. Sturdy as an old salt—and as dependable—they *keep dry* through months of grinding wear.

Honest dollar value is built into these boots—into every rubber inch of them, from the specially reinforced sole to the famous "red line 'round the top." *The B. F. Goodrich Rubber Co., Akron, Ohio.*

# Goodrich

KINGFISHER BOOTS FOR LONGEST WEAR

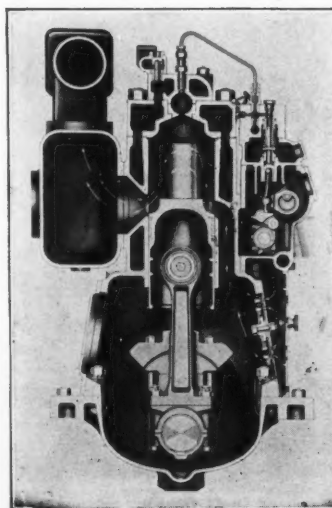
# Ready for profits



A 3 Cylinder Model 35 Fairbanks-Morse Diesel. Note the simple construction and the convenient controls.

- All complicated, mechanically actuated valves in cylinder head eliminated.
- No complicated rocker arms, push-rods or timing gears.
- Fewer moving parts and therefore reduced maintenance.
- Simpler to operate.
- Flexibility of control thru simple mechanism — slow speed under governor control
- No valves to grind; no timing or setting required.
- A power impulse during every down stroke of every piston and therefore more uniform power delivery.
- Rated on conservative basis without excess weight per horsepower.

## Simplicity



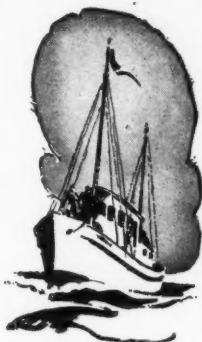
Fewer moving parts, the F-M Diesel is simpler to operate and easier to maintain.



# every day in the week when equipped with an F-M DIESEL

**W**HEN you come to that vitally important job of selecting a Diesel for a fishing boat stop for a moment! Consider how profits will be affected by your choice. *The earning power of any boat is limited by the reliability of its engine.* A boat tied-up for engine repairs or maintenance cannot take advantage of opportunities and is not making a return on the investment it represents.

If you look for maximum over-all economy and dependability—if you demand a Diesel which is ready for service every day in the week—you will eventually come to a consideration of the two-cycle, airless-injection engine as developed by Fairbanks-Morse.



In the F-M Diesel you will find Diesel efficiency at its best; yet reduced by sound engineering to a simplicity that affords most freedom from repairs and maintenance. As a boat owner you'll appreciate a design that eliminates mechanically operated valves, push-rods and timing gears. The advantages of a Diesel that does not require valve grinding, delicate setting of tappets or careful adjustment of timing apparatus will be apparent in terms of low cost, dependable engine service.

Your careful consideration of design and construction and their relation to the dependability and earning power of your boat will lead to the choice of boat owners the world over—the Fairbanks-Morse Diesel.

## FAIRBANKS, MORSE & CO., Chicago

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Boston  
88 High Street

Baltimore  
115 East Lombard Street

New Orleans  
1000 St. Charles Street

Jacksonville  
630 West Bay Street

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Branches with service stations in principal ports

# FAIRBANKS-MORSE

## DIESEL F M ENGINES



# "Fulton Hard Fish Lines"



The  
Standard  
Twine  
for  
Cotton  
Lobster  
Ganging

**Fulton Hard Fish Lines are Superior  
Twine for Pot Heads**

Packages are marked with the red Fulton label  
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***The* LINEN THREAD CO.**

*Distributors of*  
**American Net & Twine Co. Products**

575 Atlantic Ave., Boston

Burnham's Tarred Cotton Lines

Manila Trawls

Burnham's Tarred Hemp Lines

Cotton Flounder Drags

Also Distributors of Plymouth Rope & Sawyers' Oiled Clothing

<b>BOSTON</b>	<b>NEW YORK</b>	<b>GLOUCESTER</b>	<b>SAN FRANCISCO</b>	<b>BALTIMORE</b>	<b>CHICAGO</b>
575 Atlantic Ave.	200 Hudson St., 55 Fulton St.	105 Maplewood Ave.	443 Mission St.	Johnson & Barney Sts.	154 W. Austin Ave.



**T**HIS ARROW mark is your guide to longer wearing boots. It is placed by Hood only on those boots that show longest wear by test—not only sole and leg, but top, too—where the greatest wear comes in fishing service.

Made by HOOD RUBBER COMPANY, Watertown, Mass.





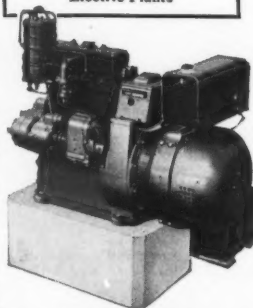
## "Self-starting" land lighthouses

THE United States has just purchased 100 more Kohler Electric Plants for the air mail, adding to hundreds already in this service. They will light the beacons that guide the night flyers.

So dependable are these plants that those installed at isolated beacons are trusted to *start themselves*. The remarkable Kohler automatic switch, a small starting battery, and an astronomic timing device start the motor at sunset and stop it at sunrise, without human intervention.

Kohler Electric Plants are demonstrating equal reliability in every branch of marine service. If you want real electricity—powerful 110-volt current for standard motors and appliances; economical operation; simplified upkeep, with no large storage batteries to care for—investigate these fine machines. The coupon will bring detailed information.

The Byrd Antarctic Expedition has 5 Kohler Electric Plants



Kohler Marine Electric Plant  
Model DP—1½ K. W.—110 Volt D. C.  
Other models: 800 watts; 2, 5, 10 K. W.

Kohler Co., Founded 1873, Kohler, Wis. Shipping Point, Sheboygan, Wis.  
BRANCHES IN PRINCIPAL CITIES

## KOHLER OF KOHLER Electric Plants

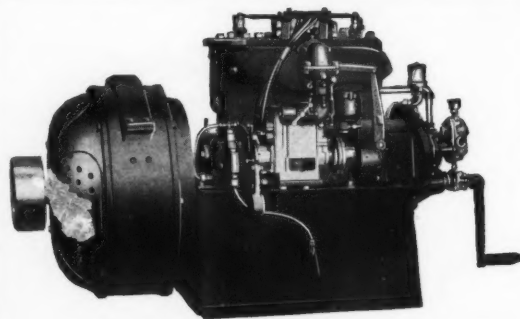
Automatic—110 Volt D. C.—No Storage Batteries

Kohler Co., Kohler, Wis., U. S. A.

Gentlemen: Please send me the Kohler Electric Plant booklet.

Name..... Street.....

City..... Use in which interested.....



## A Size for Any Boat —true marine type electric plants

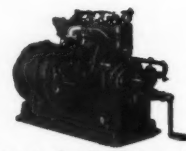
There's a Universal Electric Plant of just the correct size for your boat—built to give you complete satisfaction with smallest operating cost.

And, that Universal plant offers dependability that cannot be surpassed. True marine type plants—built to do the jobs on your boat, supply light from stem to stern, operate motors and appliances.

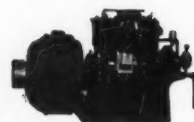
The Universal line includes in addition to the time-proved leaders, two new models for 1928—New 7½ K. W. and 10 K. W. plants. They are the most compact, smoothest running plants of their types, simple to operate—for any one who has run a boat engine.

Engines for all Universal models are over size. They're never required to work to full capacity. Long life, low upkeep assured.

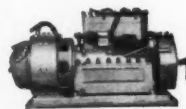
Let us send you complete facts about the advantages of true marine type Universal Electric plants. Write today. We will be glad to answer any question.



1½ K. W. Universal  
Genuine Marine



2½ K. W. Universal  
Genuine Marine



7½ K. W. Universal  
Genuine Marine

### Universal Motor Co.

78 Harrison St. Oshkosh, Wis.  
Not connected with any other firm  
using the name "Universal"

**Universal**  
Complete Line  
ELECTRIC PLANTS  
Marine Motors. Industrial Engines. Pumping Units



---

## A few of the new vessels outfitted with NEW BEDFORD BRAND MANILA ROPE during 1928

*Marietta B.  
John R. Mantia  
Hustler  
Amelia M. Perrera  
Leonora C.  
Vasco da Gama  
Mildred Silva*

Watch their stocks, and you'll see that they are highliners. Hundreds of successful skippers specify New Bedford Rope for their first equipment and for all replacements during the lives of their craft.



### NEW BEDFORD CORDAGE CO.

General offices  
120 BROADWAY, NEW YORK

Established 1842  
MILLS—New Bedford, Mass.

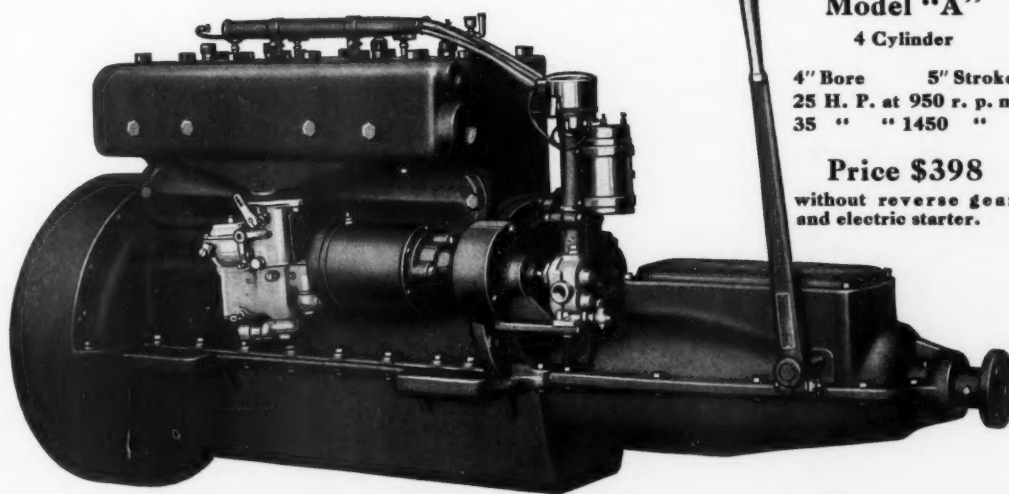
Boston offices  
10 HIGH ST.

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## Extreme Economy in Fuel and Upkeep

—has been proved of Roberts Motors in competition with other makes in fishing work.

A special type of pre-heating intake manifold gives perfect combustion of low grade fuels. This manifold also allows no raw gas to enter the cylinders, thus eliminating one of the principal causes of wear. Long life and low cost are the features of Roberts.



### Model "A"

4 Cylinder

4" Bore      5" Stroke  
25 H. P. at 950 r. p. m.  
35 "      " 1450 "

Price \$398

without reverse gear  
and electric starter.

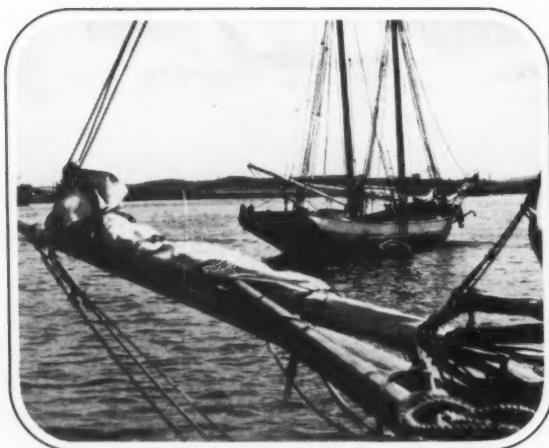
Send for circular illustrating Model "J"—4 cyl., 3 3/4 x 4, 17 H. P.—the lowest priced engine in America at \$225.

**ROBERTS MOTORS**

See nearest dealer or  
write at once

**SANDUSKY, OHIO**

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Havana, Cuba

## For reliable ignition

HERE'S the best rule you can follow for reliable ignition, always—use Eveready Columbia Dry Batteries. Warm weather or cold, clear or stormy, they can be depended upon to provide sure-fire sparks without fail. The Eveready Columbia Hot Shot is especially valuable aboard ship, because its water-proof steel case can't be short-circuited by fresh water or salt. Stands hard knocks too. Makes the engine start at once and run through the hardest blow with never a miss. Comes in three sizes, 6, 7½ and 9 volts. There is also the famous Eveready Columbia Ignitor, 1½ volts, for use where the battery is fully sheltered in cabin or engine room.

NATIONAL CARBON COMPANY, INC.

New York



San Francisco

Unit of Union Carbide and Carbon Corporation

## EVEREADY COLUMBIA Dry Batteries

—they last longer



## WATERFLEX

*The Water-Resisting Rope*

**WHITLOCK CORDAGE CO.**

46 South Street, New York  
226 State Street, Boston, Mass.



Above, Husky 40 foot Ontario work boat; and below, the Big Chief 50-60 h.p. Red Wing which has powered this craft for past five years without interruption.

**12 THOROBRED SIZES FROM  
4 to 150 h. p.**

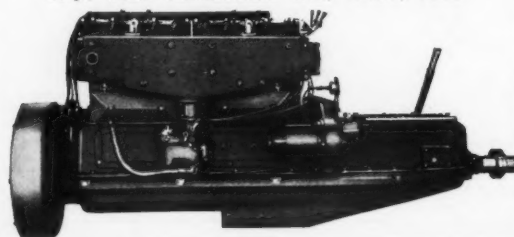
Sturdy and efficient engines for every kind  
of boat use.

Complete Catalog on Request

**RED WING MOTOR CO.**

Red Wing, Minnesota

New England States Distributor: W. H. Moreton  
Corp., 1043 Commonwealth Ave., Boston, Mass.



The purpose of the ATLANTIC FISHERMAN is to be a factor in the industrial growth of the commercial fisheries. To this end, the magazine is dedicated to the prime factors, in effect the creators, of the industry—fish producers, men who either fish themselves or who are instrumental in production through immediate interest in floating property.

The ATLANTIC FISHERMAN serves its readers by discussing fishery topics; by presenting new methods, gear and designs by being sufficiently interesting to afford relaxation from the strain undergone by those who follow the sea.

While we realize that successful re-handling and re-selling are vital to producers, experience shows that the division between distribution and production is so distinct in the fishing industry that it is impossible to serve both faithfully. Therefore, the ATLANTIC FISHERMAN is published exclusively for producers—captains, owners and crews of fishing craft.

# ATLANTIC FISHERMAN

Registered U. S. Patent Office

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## The Service of the U. S. Lighthouse Service

By Alfred Elden

*"The moon will wax, the moon will wane,  
The mist and cloud will turn to rain,  
The rain to mist and cloud again,  
Tomorrow be today."*

THE fisherman doesn't mind rough water and zero temperatures so much. Howling old winter northers may cause great personal discomfort but they do not necessarily spell disaster. But fog! That's another matter.

Of all the dangers that confront either the shore or the bank fishermen, fog is the greatest. It is on the Banks that the Fog King takes his most merciless toll. When a fishing vessel goes ashore there is a fighting chance for its crew.



Cape Hatteras Light, the tallest station, 193 feet. There is a light in California on higher land which is 422 feet above mean high water.



Minots Light, a wave swept, exposed, isolated beacon.



Makapuu Point, Oahu, Hawaii, the landfall for vessels from the States to the Hawaiian Islands. The lens is nearly 9 feet in diameter and is the largest in the Service.

Collision heads the list of casualties on the ocean; strandings are a close second. And generally fog is the chief contributing cause.

But on the banks—well, James B. Connolly told it tersely and to the point when he wrote, "When a vessel goes down on the fishing banks, she always goes down with all hands."

# AMCO *FISHERMAN'S* ROPE

*Durable Non-Kinking Rot-Proof*  
**Will Not Freeze Up Hard in Cold Weather**



Amco Fisherman's Rope is made of high grade pure Manila Hemp carefully treated with AMCO solution which acts as a preservative against the action of salt or fresh water, keeps the rope soft and pliable when wet and prevents its freezing up hard in cold weather. Amco treatment also very greatly increases the strength of the Manila Hemp as the following table clearly indicates:

BREAKING STRENGTH		
Size	U. S. Government Requirements for Best Manila Rope	AMCO Fisherman's Rope
6 thread	700 Lbs.	810 Lbs.
9 thread	1200 Lbs.	1650 Lbs.
12 thread	1450 Lbs.	2050 Lbs.
15 thread	1750 Lbs.	2250 Lbs.
3/4" Dia.	4900 Lbs.	6250 Lbs.

Amco Rope costs no more per pound and weighs no more per foot than untreated Best Manila, but it is practically rot proof and therefore lasts much longer than any other rope which has ever been used in the fishing industry.

## American Manufacturing Co.

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Brooklyn, New York

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 Seattle, Wash.  
 Phone 4902 Maine

Great Lakes Branch  
 438 West Ontario St.  
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*Distributors in Other Important Fishing Centers*



On charts showing the fishing banks there is a line of lettering which reads: "Fifty to 55 per cent, days with fog!" The Banks—Grand Bank, Western. La Have, Middle and Banquereau, or Quero, and George's Shoal, southward of Cape Cod, are anything but playgrounds.

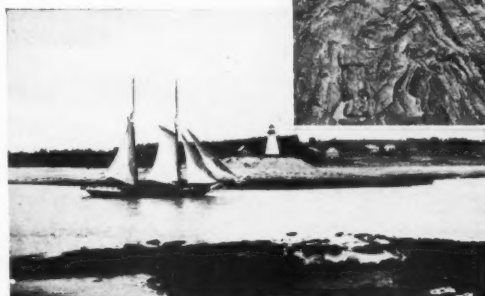
Cloud, mist and fog are minute particles of condensed water vapor. Cloud is fog aloft. Mist is fog. These globules of water at times combine and form rain; at other times freeze and form snow. When cold air chills this

Lighthouses have been rated from first order down to sixth according to the size of the lens. First order lights have a visibility of 18 miles or over. The visibility of a light depends a good deal on its height and on the position of the observer. These visibilities are based on an assumption that the mariner's eye is 15 feet above the sea and that the curvature of the earth cuts off the light at the tabulated distance. If a fisherman should climb aloft to the lookout perch he could see a light considerably further

### Maine Coast Light Stations



Top: Pemaquid Light. Center Left: Mullholland's Point. Center Right: Nubble Light at Cape Neddick. Lower Left: A comfortable station—Isle au Haut. Lower Right: Whitlock's Mill Light on the St. Croix River, Uncle Sam's easternmost beacon.



vapor it condenses and again becomes cloud, or mist and fog if it is low down. Interesting but not important to this article would be an elaboration on the why and wherefore of fog.

What the United States Lighthouse Service has done for the fisherman as well as for all other navigators to lessen so far as is humanly possible the terrors of fog is more to the point. Lighthouses, lightships, buoys and daymarks—thousands of them. More than 16,000 to be more specific, maintained along nearly 50,000 miles of coast line and river channels.

As an aid to navigation the lighthouse dates back to the year 300 B. C. when a high tower was built on the Island of Pharos in the approach to Alexandria, Egypt. At the top of this column a fire was kept burning by night and a smudge of smoke produced for day.

Boston Light, established in 1716, was the first in this country. Whale oil was the fuel supplied the lamp which was suspended in the top of the lantern or glass-sided chamber. That was the beginning of the splendid service now maintained by the United States Bureau of Lighthouses.

than he might from the deck below him.

There are many different kinds of lighthouses or types, from such a pretentious tower as that on Cape Hatteras, down to the humble so-called post lanterns on the ends of piers or at river turns or channels where long visibility is not called for. Each light station has presented individual problems of its own. One of the big feats of earlier days in the Lighthouse Service was maintaining the light on Minot's Ledge. Never to be forgotten is the memorable gale that swept the tower away in 1851 bearing the keepers to their death. The granite foundation of the present tower was dove-tailed into the rocks of the ledge. It has stood for more than 70 years in its exposed position although the keepers up in the lantern 85 feet above the sea know what it is to have the seas wash their windows in winter storms.

Perhaps the average reader does not know that lighthouses, while primarily erected to guide mariners after the shades of night have fallen, are also designed so as to be conspicuous daymarks. They are all accurately charted and are invaluable when it comes to taking bearings.

Cape Hatteras, one of the best known lights on the Atlantic coast, rises from the low dunes of the North Carolina coast like an old-fashioned stick of candy with its broad spiral striping. Once a lighthouse is sighted through a fog, our coast fishermen identify it as often probably from the buildings of the station or the shore characteristics themselves as from the tower itself. That is one of the chief reasons why no two stations are designed to look alike. In fact it is rather unusual to find two that even closely resemble each other to a practiced eye.

The fixed white light is the seaman's favorite, its steady glow being easy to take bearings from, yet the combinations of fixed and flashing lights, and of the alternating lights which show white then red, are invaluable under certain conditions. It is particularly appropriate that a panel of red glass should be inserted in the light which marks dangerous shoals or rocks. This panel is so fitted that the red light covers the menacing areas, leaving the white to mark the clear water and channels. So, when a light flashes red the navigator knows he has passed the margin of safety.

Early lights in this country burned whale oil. In the interval between that fuel and the development of the kerosene industry in 1877, lard oil was favored by the Light-

ing his course. Both the bell buoy and the bell on the shore, the latter weighing as much as two tons, are reliable aids. The fog stations are installed in duplicate and both are kept in perfect working order to forestall any chance of failure to operate when needed. Seguin fog station at the mouth of the Kennebec River holds the record for continuous performance. In the year 1907 it was in operation 30 per cent of the time!

Buoys are the guideposts of the fishermen and the Lighthouse Service is continually expanding this method of marking its marine highways. It maintains over 8,000 buoys, 638 of which are gas buoys of various types. It requires about 60 lighthouse tenders to keep the buoys "on the job". A lot of destructive elements are busy trying to undo this work of man.

Enemies of the buoys are collisions, ice, gales, sea worms, and such paint destroyers as sun, water, and bird lime. Then, too, buoys sometimes drag moorings or break adrift, so absolute dependence cannot always be placed upon them. But the tenders are here, there and everywhere and the moment a buoy defection is reported they remedy the error.

Most common and least expensive of the buoy family are the spars, which, as their name implies, are long logs shackled to the mooring chain at their lower ends causing

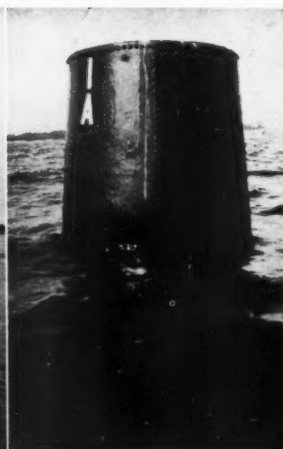
### Various Types of Beacons



*A cone or tall nun.*



*Spindle.*



*Can buoy.*



*Combination Gas and Whistler.*

house Service. Kerosene vapor was a great step forward and is the principal illuminant in the modern projection of light. Under a 50-pound pressure the kerosene is fed through a fine nozzle to a Bunsen burner beneath an incandescent mantle.

Great economies have been effected in the Lighthouse Service through the establishment of the so-called unwatched lights. These are very reliable and have made possible the marking of remote dangers where expense formerly precluded such aids. Such beacons use acetylene or oil gas and burn steadily year in and year out with no other attention than a renewal of the fuel tanks perhaps twice a year.

The Lighthouse Service maintains radio fog signals on its important lightships, while the Navy maintains compass stations in the approach to large ports from which ships may readily obtain accurate bearings. The direction finder is on the ship when using the radio fog signal, and on the land when using the radio compass stations. Submarine signals have been greatly improved during the last few years and for such vessels as are equipped to make use of them are valuable aids in determining position.

When it comes to operating the fog signals whether siren, diaphone, whistle or reed horn, compressed air takes the lead, yet the faithful old steam whistle still does duty in more than 100 stations. Some of these whistles are 12 inches in diameter and when they speak such human announcers as Joe Humphreys and the sideshow circus barkers must turn green with envy.

Probably the average fisherman of our coast depends as much on the bell warnings as any other one thing in shap-

ing them to float in a nearly vertical position except when swayed by the tides. Fishermen find the angle of the buoys and the state of the wake as the water moves past them of great value in determining just how much tidal allowances must be made in thick weather navigation.

The principal types of ordinary buoys are nuns or conical buoys; cans and the spars. Then there are the more elaborate gas, whistle and bell buoys. The largest, most complicated and by all odds the most expensive buoys the Lighthouse Service places, are the great sea buoys moored in the approaches to the larger ports. Generally these are combination gas and whistlers, while a few also have a submarine bell. With their lanterns 16 feet above water they weigh 11 tons and cost about \$8,000.

All the lightships and these big sea buoys have what are known as companions—generally whistling buoys, cans, nuns or spars, known as marker buoys. Thus if anything happens to the principal buoy the station is not left unmarked. Buoys that break adrift from their moorings have frequently been known to drift clear across the ocean from the New England coast.

In November, 1923, the *Frying Pan Shoals* gas buoy slipped its moorings and went on a lone cruise that took it offshore into the Gulf Stream, then northeastward to the Tail of the Grand Banks. Several hundred miles east of the banks it detoured up along the east coast of Newfoundland. Onward it journeyed toward the British Isles and finally arrived off the southeast coast of Ireland. A fisherman took it in tow and landed it at Skibbereen. From there it was loaded on to a steamship and brought back home!

## Maiden Trip of the Boston College



Photos by International Newsreel

**T**HE *Boston College*, first of the three trawlers built at Bath for the Atlantic & Pacific Fish Co. interests, has gone into service. Setting and hauling her gear on her first trip is shown. The lower left is Captain Magnus Magnusson, one of the most successful although youngest of trawler skippers. He is an Iclander and holds master's papers for any ocean. His most recent command was the *Alden A. Mills*. The left center view shows Harry Schluder, cook. The skipper of the *B. C.'s* fo'e'sle has quite a reputation as a hitter, having a draw with Firpo, who knocked Dempsey out of the ring, to his credit. Keep clean and sober, ye of the *Boston College*!

Plans and specifications of the *Boston College* were published in the *ATLANTIC FISHERMAN* in May. She is 123' 6" and has a 360 h.p. C-O, and a 120 h.p. 80 kw. C-O diesel generator auxiliary. She is staunchly built of steel, and the

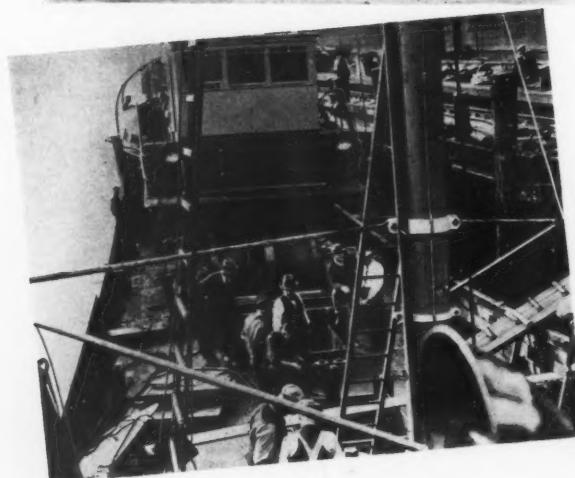
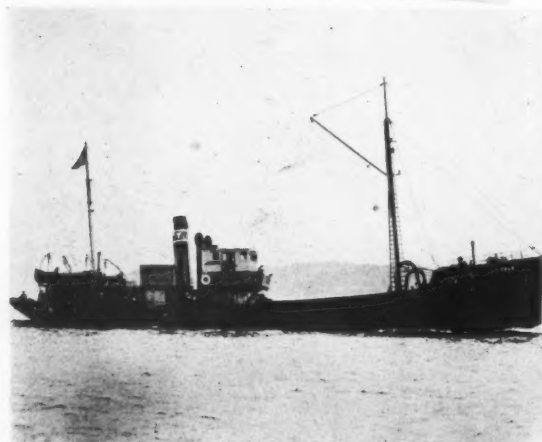
troubles that were encountered on her first trip or two were not due to power or construction difficulties. The winch drive electrical equipment now operates satisfactorily, as it should because the manufacturers have had a fund of experience in connection with the fisheries in making the motors that are used on most sewing machines in the sail lofts.

An interesting feature of the electrical equipment is the Edison batteries. That these batteries have extraordinary life is indicated by the fact that the *Boston College* has a set that saw ten or a dozen years of service in trucks before they were put in the vessel.

The second of the Bath trawlers, a duplicate of the *Boston College* in design, construction and power, has also started fishing. Both are doing very well, having landed good-sized trips.



## Steam Trawler Yale



*Views of the 142' trawler recently reconditioned by Francis Minot, N. A., for Whitman, Ward & Lee Co.  
Particulars of the Yale appeared in the September ATLANTIC FISHERMAN.*





By Alfred Elden

**M**OTORING out along the Shore Road from Portland to Portsmouth one of these bleak, late fall days, I stopped at Wells Beach long enough to satisfy myself that the fishermen there have about the toughest break on the Maine coast when it comes to safe anchorage for their boats. True, Maine has hundreds of snug harbors, but mighty few of them were distributed in the "Scheme, o' Things" west of the Saco River.

Biddeford Pool is all right enough, unless the tide hap-

*The Wells Beach "Harbor", with no protection nearer than the European coast. The fishermen have a hand winch to "wind in" their boats and to haul them up the runway quickly.*



pens to be running out at four knots an hour. Kennebunkport would be a good haven if Uncle Sam would only do a little dredging across the sand bar at the mouth of the river which is the harbor entrance. Only three or four feet at low tide and if there happens to be any sea running, it might as well be three or four inches. Fishermen caught outside have to scoot for Cape Porpoise which affords safe anchorage at any time, although at slack water you are half a mile or so from the shore.

Old residents of Ogunquit pointed out to me the long rows of rotting piles and recalled days when good sized schooners tied up there. There's two feet of water across the entrance of the river at "high" water so you can figure how many craft are today sailing in and out of 'Gunquit!

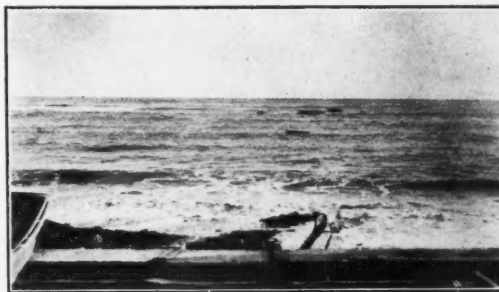
York Harbor hotel men always include something about their wonderful, protected harbor in their publicity folders, but let me tell you it's like Biddeford Pool. All right once you're there and the killick is down, but it's a narrow, twisting entrance and when the river water is pouring out through it like a mill race—well I'd rather not! Of course York Harbor has been the haven of large fleets of fishing craft for a hundred years or more, yet you want to know your way.

But, Wells! There is a wonderful beach of hard, white sand. You can jump into a dory launched from any point but one, and if you row straight out into the Atlantic you will find nothing but ocean between you and the other side

of the pond. No islands, no anything but bold, open water. The single exception is a low-lying chain of reefs that begins midway of the beach and stretched away in a southerly direction for a few hundred yards.

At high water the tops of these reefs barely show, but that under water natural breakwater does, of course, stop the full force of the booming old rollers that pound in everywhere all along the sands. Just inside that reef and no more than a stone's throw from the beach at low tide, bob and toss, plunge and kick, rise and fall to their moorings, half a dozen power dories. It's the only spot where even the stoutest mooring gear can hold them. Rowing off to them and back to the beach in a landing skiff, about three-quarters of the time is like riding a bucking broncho.

Yet, there that little fleet is lying this winter, and despite such a hazardous harbor, half a dozen sturdy lobstermen are operating. Yet, with them eternal vigilance is the price of safety. While their dories generally ride out the easterlies, when the gales of winter shift to the south their inadequate breakwater reefs absolutely fail to function. There is nothing to protect the little fleet from the full fury of wind and waves. At such times the dories are, rushed to the beach and on to the roller railway the fishermen have built. A windlass on the bank, a long rope with a hook on the end which fastens to a ring in each dory's bow, and then it is easy for all hands to walk the boats up on the shore out of harm's way. But, keeping a boat



lying to a mooring at Wells Beach means a lot of work and a lot of anxiety.

Just now the fishermen and summer cottagers are considering the practicability of building a taller breakwater on the natural reef foundations and of extending it in a sort of curve a hundred or more yards, thus making something like a real harbor, even though a tiny one. Such a job is estimated at about \$15,000. Uncle Sam could do a lot of good to the fishing interests of our western Maine coast if he would only send one of his mud-digging and breakwater-building outfits down this way for a few weeks work next summer.

The Hudson Pearl Company, which opened a pearl essence factory at South Portland last Spring, handled the herring scales from all the sardine factories around Casco Bay. The company has headquarters at Union City, N. J., with branches at Eastport, Lubec and Rockland, in Maine. The scales of the herring have in the past few years come to be the most valuable by-product of the sardine industry.

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By Eddie Goodick

WHILE fishing in the South Channel recently the local dragger *Alice* and *Mildred* picked up in her drag, a piece of bone sixteen feet in length, which members of the crew said was one of the ribs of a huge whale that had been dead for some time. At first it was thought that a valuable haul had been made but when it was inspected it was found to be only just a piece of whalebone. It was brought into port, however, and many people viewed the curiosity.

The first real winter weather we have had this year will be remembered for some time by members of the local netting fleet. When the fleet started out the weather was fine and about in the middle of the afternoon a blinding snow squall came up causing many of the boats to lose sight of their nets. After the squall was over the vessels found that they had drifted considerably away from where their nets had been set and they could not be located. Some of the boats lost as high as 115 nets. A disastrous night's fishing for some of them.

Mackerel netting by the way, has been very good so far this fall. As many as 100,000 pounds being landed in Gloucester in a single day. The prices have ranged from nine to eighteen cents per pound.

The schooner *Azores*, formerly the *Eleanor DeCosta*, sailed on her first trip under the command of Capt. John Williams, formerly of the *Benj. Wallace*. The *Azores* had just been completely reconditioned at the plant of the United Sail Loft Company. This vessel was purchased recently by the United Fisheries Company, The John Chisholm Vessels Company and the United Sail Loft Company.

The schooner *Virginia*, owned by Capt. Jacob O. Brigham, of Dorchester went ashore at Wellfleet on Nov. 18th. In an attempt to pull the vessel out into deep water the mainmast was pulled out of her, and the owners have given her up as a total loss. The *Virginia* was built in Essex in 1926 for Capt. Brigham and only this past summer had a new engine installed. Capt. Brigham is going ahead with plans to have a new vessel built.

A new boat, schooner *Jackie B.*, built at J. F. James and Son of Essex for Capt. John Barrett was launched on Nov. 10th and towed around to Gloucester where she will be outfit. The new boat is 87 feet long and will have a 140 horsepower engine. Capt. Barrett is now in the *Johanna*, a gill netter. The *Jackie B.*, was named in honor of Capt. Barrett's daughter, Lillian F., who is popularly known among her associates as Jackie.



## MUTTERINGS OF THE MASTHEADMAN

THE suggestion by newspapers and other landmen that the fear of obligating the owners to pay salvage was a factor in the delay of Captain Carey of the *Vestris* sending his S O S makes an explanation of the salvage law in order at this time.

Authorities agree that the purpose of salvage is to encourage safety of life and property at sea, and that this is the principal of the application of the law, which is based on tradition and precedent from the days of sail.

### The Law of Salvage

The fundamental rule is "no cure, no pay." In other words if a master sends out a call for assistance, and later countermands it, his owners would not be liable to salvage claims in the strict sense of the law.

It is the law of the sea to answer S O S calls without regard to monetary loss or inconvenience, and if the assistance proves to be unnecessary or if no property is saved upon which salvage claims can be advanced to write off the loss of time and fuel expense. Lines have paid the actual expenses of craft standing by, however, as "acts of grace."

Contrary to general belief there is no rule fixing salvage awards. Courts fix the amounts by giving judgment to the circumstances of the individual case. The award must not exceed the value of what is actually saved, but it is not necessarily half the value of the vessel and cargo, as is thought by many.

Neither is there a rule governing the division of the salvage between owners and crew. In the old days the owner's share usually was one-third, but now when the rescuing craft itself, with her power and equipment a greater factor in the rescue, her share is from 70 to 80 per cent.

Schooner *Ruth Mildred* of New York goes ashore near Little Island Coast Guard Station near Cape Henry, Virginia. The *Ruth Mildred*, a former local schooner is possibly a total loss high and dry on the beach near the Little Island Station. Attempts have been made to float her but the tides have not been high enough to be of any use in floating her.

The Schooner *Constellation*, Capt. Stephen Campbell, sailed on Nov. 13th for the Bay of Islands, Newfoundland, where she will load herring. The *Constellation* is the first of the herring fleet to get away.

Capt. Frederick J. Thompson, one of our well known local skippers ended his life by hanging. Capt. Thompson's body was found suspended from the limb of a tree in a swamp in the rear of the Annisquam Willows by some of the local police officers. No reason can be attributed by his family for his rash deed, for his family was a happy one and he had no financial difficulties. It is believed that in a state of despondency, he took his life.

The gill netter *Naomi Bruce II*, Capt. Joseph Sampson, was rammed by the schooner *Johanna*, just outside of the breakwater recently. The *Bruce* was bound out and the *Johanna* was bound in when the accident occurred. Capt. Barrett of the *Johanna* had the presence of mind after he struck the *Bruce* to keep speed ahead until all the crew of the *Bruce* were safe aboard the *Johanna* before he stopped his engine.

When Capt. Barrett reversed his engine and the boats parted, the *Bruce* immediately sank. The *Johanna* had quite a hole in her bow but she was able to get in under her own power and go on the drydock to be repaired. A few days after the accident a lighter was secured and raised the *Bruce*, after it had been located by a diver. After being raised the boat was towed in to the Rocky Neck Railways where she was beached, awaiting a chance to go on the railways.

The local beam trawler *Fabia* and the barge *Harvard* went aground simultaneously on George's Island off Nahant on the night of Oct. 31st. This accident was caused by a mixup in signals. Both craft were floated after about four hours. The *Fabia* is owned by the John Chisholm Vessels Company and is commanded by Capt. Bob Wharton.

The many friends of Capt. Jerry Cook will be sorry to hear of his death. Capt. Cook had been in poor health for some time. He was one of our most popular skippers, was president of the Master Mariners' Association and was past Commander of the local American Legion Post. During the war Capt. Cook

was Commander of the Revenue Cutter *Androscooggin*.

According to information received here by the Atlantic Supply Company, the Schooner *Pilgrim*, owned by that firm, went aground in Lower East Pubnico Harbor, Nova Scotia, on Nov. 6th. The vessel was seeking shelter from a heavy storm when she touched, but came off on the high tide with no damage and sailed for the fishing grounds.

Two new gill netters have been put into commission by local concerns. One, the *Ramona*, built at Kennebunkport for Powers & McDonald, will be commanded by Capt. Alexander

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(By the Lurcher)

DAN B. Kenney, of Westport, Digby County, has sold his well known auxiliary freighter, *Annie M. Kenney*, to the Leonard Fisheries, at Halifax, which firm will use the vessel in connection with their fishery operations at the eastern section of this province. The vessel since going into commission about two years ago has been kept very busy by Mr. Kenney, in his extensive fish business. In the lobster fishing season he used the craft for smacking lobsters to various ports on the New England coast. For the remainder of the year the *Annie M. Kenney* proved to be a very convenient freighter and was continuously on the go carrying fish, etc., from Westport to Halifax and also on several occasions to Gloucester, Mass. Mr. Kenney has placed an order with Jules Robichaud, of Meteghan, Nova Scotia for the construction of a vessel to take the place of the above, but which will be considerably larger, measuring about seventy feet on the keel. Work has already started on the new vessel and Mr. Kenney now expects to have the craft ready for use by March. When completed the vessel will be the last word so far as a general all around freighter is concerned and will be equipped with crude oil engines for power.

A report was received at the Yarmouth Direction Finding station on the 21st instant that the schooner *Neva*, Capt. W. M. Potter, was drifting helplessly in the Bay of Fundy with the rudder gone and the vessel leaking. Assistance was asked for, but as at the time there were no tugs in this harbor, the request was passed on to J. C. Chesley, agent at Saint John, N. B., for the Canadian Department of Marine and Fisheries, who got in touch, by wireless with the Dominion Government steamer *Dollard*, Capt. H. Bayers, and ordered that ship to the assistance of the disabled craft. Capt. Bayers found the schooner about twenty miles west of the Lurcher lightship and attempted to tow the vessel into Yarmouth. Owing, however, to a very heavy easterly wind, together with a rather high sea, Capt. Bayers was obliged to give that up and headed the *Dollard* for Westport where he arrived late in the afternoon of the 22nd. The *Neva* was bound from Portland, Maine, to Annapolis Royal, Nova Scotia, and was in ballast. The vessel is one of the oldest to be found in the coastwise trade and was built at Pomquet, N. S., in 1875. Practically the vessel's entire career has been spent in the lumber and pulpwood trade between Nova Scotia and New England ports.

Capt. Glen Dobson has arrived here from Boston to spend the winter at his home at Pubnico, Yarmouth County.

The schooners *Cupola*, Capt. Andrew d'Eon, owned by J. M. Walker, and the *A. W. Longmire*, Capt. William Atkinson, owned by the firm of Austin E. Nickerson, Limited, have each had a good month in the handline fisheries out of this port. They have

averaged about two trips per week and have brought many thousands of pounds of fish into Yarmouth. It has largely been purchased by the Nickerson firm and the vessel's have averaged almost a thousand dollars per week in stock, while the crews have also done well.

The motor boat fleet, now about twenty-four in number, have also made a splendid month's work, notwithstanding that many days they were unable to leave port, owing to unfavorable weather. They have all had good fishing and they also have landed many thousands of pounds of fish here with Austin E. Nickerson, Limited, Lawrence Sweeney, John Paul, Wilfred Koritem and others buying their catches. As a result this fall there are a hundred or more men engaged at the several firms cutting fish. The boats have received a good price for their fish and one day recently Zebedee Cottreau, of Wedgeport, in this county, but fishing from Yarmouth, went out and only made one set, returning to port immediately after. Despite that he did an excellent day's work and his brief trip stocked him just \$106.

The Dominion Department of Public Works large dredger, No. 1, which for two years was engaged in extensive dredging operations in this harbor has completed its programme here and has been sent to the Miramichi, in Northern New Brunswick. While at this port the plant dredged, widened and deepened the channel in the outer harbor for a distance of 2,500 yards and 400 yards in width. Considerable work was also done in the inner harbor, when the channel was cleaned and deepened along the face of several docks and at Evangeline Basin it was deepened sufficient to accommodate the Boston and Yarmouth Steamship Company's ships at any time of tide.

Capt. Frank K. Crosby, master of the Boston and Yarmouth liner *Yarmouth*, is again on the bridge of that ship after a well earned vacation spent at his home in Yarmouth also in New York and other cities. He was relieved by Capt. W. K. Lakeman, of the new liner *Evangeline*.

Capt. Frank Andrews left Yarmouth on the 23rd inst., for Boston and either at that port or at Baltimore will take passage on the Luckenbach steamship *Paul Luckenbach*, on a trip through the Panama Canal, to the Pacific Coast, his destination being Tacoma. Capt. Andrews although a native of Little River, Yarmouth County, spent several years after his retirement from the sea, in the stevedoring business in Tacoma and about two years ago disposed of his holdings there and returned to his native community. He expects to return from this trip in the spring.

William Phillips, of the Yarmouth Stevedoring firm of Phillips Brothers, accompanied by Mrs. Phillips, left on the 26th inst., to spend the winter on the Pacific Coast. They will travel via the Canadian route and return via Chicago and the southern states. En route west they will stop at Montreal, Winnipeg, Regina Calgary, Vancouver and Victoria, proceeding from the latter place to Seattle. After the new year they will continue their travels to Long Island, California.

The Wedgeport steamer *Madeline A.*, in charge of Capt. Doucette, which for several weeks was engaged in making a survey for scallops in the waters of the Bay of Fundy and Atlantic Ocean, lying between Westport to the north and Shelburne to the south, has completed that work with the results that little

or no ground was discovered where those valuable shell fish existed in any great quantities, sufficient to warrant the fitting out for dragging in those waters. The steamer has now been chartered by the Department of Marine and Fisheries at Ottawa to collect and carry fresh fish. The vessel will operate between Lockeport and Port LaTour making daily trips for two months at least, as an experiment. The *Madeline A.*, has a capacity for about 35,000 pounds and is scheduled to call at Blanche, Baccaro, and Shelburne while the fish will be carried at a rate of ten cents per hundred weight.

On a recent trip of the schooner *A. W. Longmire*, the skipper, Capt. William Atkinson, met with an accident which forced the vessel to return to Yarmouth and Capt. Atkinson was put in the Yarmouth Hospital where he remained for over one week. The accident happened about three o'clock in the morning, the schooner being at the time about fifteen miles south of Cape Sable. The vessel left Yarmouth the previous day in good weather, but after getting to sea the wind freshened and when Capt. Atkinson was injured it had developed to a fresh gale and a good sea was running. He was on deck and had decided to lay his schooner to. He was about mid-ship, but thought he was clear of the foreboom, when he gave an order to the man at the wheel to jib. The next instant he was struck a smashing blow on the back of the head by the foreboom which rendered him unconscious. He was picked up by other members of the crew and carried to his cabin while the vessel was headed for Shelburne the nearest port. There Dr. L. O. Fuller, port physician, was summoned and attended Capt. Atkinson. During that day he appeared to recover and at night prepared to return to the fishing grounds, a start being made about midnight, but after getting to sea Capt. Atkinson suddenly became much worse and his sight almost failed him. This time the *Longmire* was headed for this port and on arrival here, Port Physician Dr. C. K. Fuller, immediately ordered his removal to the hospital where, as stated, he remained for over one week. Capt. Atkinson has now, however, quite recovered and is making a good fall record with the vessel.

The Department of Marine and Fisheries at Ottawa has just completed at Lake George, Yarmouth County, a fish hatchery, the largest and most modern to be found in Eastern Canada. The property purchased by the Department for the plant, is very large and quite sufficient, should the demand require, to double the present outfit. As stated it is the most modern plant so far as a hatchery is concerned, but it is also the last word in equipment for the carrying on of research work in connection with our fish which habitate our fresh waters and inland lakes. The plant will be in charge of H. B. Gates, a man with years of experience in the fish hatchery at Middleton, Nova Scotia, and he will be assisted by C. C. Burrell, of Carleton, Yarmouth County, a man who practically all his life has made a study of fresh water fisheries and the wild life of our country. The main building, which contains the hatchery measures 74.6 by 38 feet and has a solid concrete floor. Here are found forty long troughs which will be used as a dispository for the spawn and where it is carefully watched and guarded as the hatching process pro-

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By M. E. McNulty

THE Shippegan Fishermen's Association which was organized late in 1927, among the fish producers of the Shippegan section has been very active lately. The first board of officers of this association consists of: E. DeGrace as president; Joseph S. Noel as vice president; Alphonse Chiasson as secretary-treasurer; Joseph J. Savoy, Charles Chaisson, M. J. Robichaud, Amedee Hachey, P. M. Chaisson, Azade Benoit, John Chaisson, Wilfred Robichaud and Stanley Dugay as additional members of the executive. Since the forming of the organization it has been meeting every three months, although the general meeting is to be held once yearly. Lameque is the headquarters of the association. It was founded there.

At the Coburg Street Christian Church in St. John, recently, Miss Eleanor K. Hawkins, daughter of Rev. W. J. Hawkins and Mrs. Hawkins of Black's Harbor, became the bride of Stafford E. Johnson, also of Black's Harbor, son of John Johnson and Mrs. Johnson, of Black's Harbor. Rev. Frank Custer was the officiating clergyman. The decorations of the interior of the church were ferns, potted plants and cut flowers. The ushers were Frank Leavitt and Ernest Pattman, both of Black's Harbor. Those in attendance comprised chiefly people identified with the fisheries in the Black's Harbor section of Fundy.

The auxiliary schooner *Patrick and Michael*, for some years engaged in the deep sea fisheries, now lies a wreck on the shores of Hudson's Bay, after weathering the storms since 1920 as a fisherman. The schooner was built at Yarmouth in 1920, for the fisheries. At her launching she went under the command of Capt. William S. Murphy of Wedgeport, a veteran in the deep sea fishing. The *Patrick and Michael* was placed in the halibut fishery under Capt. Murphy. The schooner was of 107 tons register and grossed 202 tons. The length was 128 feet. The width was 27.5 feet and the depth was 11.6 feet. During the summer of 1928, this vessel was sold by W. D. Sweeney to the Northern Aerial and Minerals Exploration, Ltd., with office of organization in Toronto. The schooner was put in the dry dock at St. John, for reconditioning. The original engine was replaced by a more powerful motor, and the sail area reduced. Increased accommodations were also made below, as the schooner had to carry about 25 men. A start was made from St. John, after supplies were taken on, for the Hudson's Bay territory, for the purpose of investigating the mineral possibilities of the land inland from the bay shore. Two planes were carried for these investigations. The schooner was to serve as a base for the expedition while it was in Hudson's Bay. However, the schooner was



wrecked on a reef and had to be abandoned. All were saved. While engaged in the fishing, the *Patrick and Michael* had excellent luck in escaping mishaps, both from the weather and the coasts of the maritime provinces.

Near Curtain Island, about 160 acres have been cleared under the direction of the Canadian Department of Marine and Fisheries. This section of cleared shore will be used as an oyster demonstration farm, in an effort to revive the oyster fishery. The work of clearing the 160 acres was under the supervision of E. J. Gallant, federal inspector of fisheries for the district. Mr. Gallant reports himself as highly pleased at the outlook for the oyster fishery. He expects things in this fishery to take a bound upward when the demonstration farm swings into action. In the spring of 1929 there will be planted on the 160 acres of cleared space near Curtain Island, 1,000 barrels of matured oysters. These will be planted under the supervision of Mr. Gallant, who is interesting himself very actively in the cause of the oyster fishery. Before the 160 acres were cleared in the Curtain Island section, an investigation of the oyster growing possibilities there was made. Making this investigation were W. A. Faund of Ottawa, deputy minister of marine and fisheries, and A. G. Huntsman of St. Andrews and Toronto, of the dominion biological survey, and who is in charge of the Atlantic biological station at St. Andrews. Both Mr. Faund and Professor Huntsman looked over the Curtain Island section and agreed it was a good site for a demonstration farm for oysters.

Harry E. Vail, for 18 years head rowing coach at the University of Wisconsin, who died recently at Gagetown, N. B., was originally engaged in the fisheries on the St. John River and Gagetown Creek. He was born at Gagetown 68 years ago. His father, the late Elias Vail, was a fisherman. Young Vail was one of a large family, and all the sons did considerable fishing during their youth, assisting their father. They specialized in salmon, shad and gaspereaux during the spring and summer. In the winter they fished through the ice for smelt and hake. Harry was the youngest son in the family. When in his teens he began to look promising as an oarsman. His father and all his brothers were skilled oarsmen, and thought nothing of rowing a good sized boat to St. John and back again, the boat being loaded with fresh fish, usually for the voyage to St. John. The return distance is about 85 miles, and the tide running down the river is always strong. In those years the transportation facilities were poor. There was no rail service at all, and the boats were small and made infrequent trips. Very often they stopped running in September. The Vails, therefore, rowed their fish to St. John and took their boat back loaded with provisions, usually.

While all the boys in the Elias Vail family were good oarsmen, the youngest of the lot looked the best of them all. He had ambitions to become a single sculler, and he was trained by his brothers on Gagetown Creek between the fishing periods. A part of his training was to row a boat loaded with fish from where his father and brothers were fishing to Gagetown. Later a crude shell was produced, and Harry did his stuff in this for about a year.

It was a boast of all the members of the Vail family that they never used a sail, and Harry was no exception to this rule. After it was thought Harry was ripe as a single sculler, a challenge was sent out for action. Harry competed in several races at Gagetown. One of his races in later years was at Halifax against Mike Lynch, another fisherman-oarsman, who lived on the shore of Halifax County. There were two brothers of the Lynchs—Mike and Mark. Vail, with a New Brunswick partner, rowed against the Lynch brothers at Halifax in the double sculls. The Lynchs were good oarsmen and defeated the New Brunswickers, both in singles and doubles. Harry gave his brother fisherman a good race, however, in the singles. This led to another, with the same result. In those days there were no amateurs in rowing. Vail and the Lynchs were professionals, but the purses were very low. They considered themselves lucky to get \$100 for a winning race.

Harry gave up fishing and turned his attention to coaching oarsmen. He became coach of the Weld Rowing Club on the Cambridge side of the Charles River. He was there for several years, and was also with another Charles River rowing club. Then he began his service at Madison, Wis., for the state college. Out there they called him "Dad" because of his lovable, fatherly qualities, although he had no children of his own. His wife, formerly Miss Catherine McMulkin of Gagetown, was the daughter of a man engaged in the fisheries at the same time as the Vails. Every year, regardless of where he was located, Harry Vail came back to Gagetown for the summer and part of the fall. He came by car early in the summer of 1928, accompanied by his faithful wife and a student at Madison who lived in Massachusetts. Soon after arriving he was stricken with paralysis and was unable to return to Madison to resume his work. He lingered on, among his old home scenes until he finally passed away. The funeral and interment were at Gagetown. The dean of the University of Wisconsin came to Gagetown for the funeral. Athletics lost a man of great moral qualities in the ex-fisherman. Mike Lynch, his old fisherman-rower rival, is also dead.

Shipments of oysters from Buctouche section were better this year than for some years. From the opening of the season on September 1, the shipments were started out of Buctouche. Most of the oysters were shipped in barrels to the Montreal and Toronto markets. Some were sent to St. John and Halifax. The demand for oysters in both these maritime markets is improving.

The lobster fishing in the late season section of Northumberland Strait between West Point and Victoria was about 30 per cent better than for the corresponding period of the previous year. It was estimated that about 75 per cent of the large lobsters were shipped alive from this section to the Boston market. The balance was divided between the markets of Montreal, Toronto, New York, St. John, Halifax. The canneries took about all of the small lobsters. It was nothing unusual for two carloads of the live lobsters to go out from Northumberland Strait in one day, both for Boston. The

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## The Death of Arthur Boutilier

**H**ALIFAX lost one of her most prominent business men and Nova Scotia and Canada one of the ablest leaders in the fishing industry in the passing of Arthur Boutilier at Montreal on October 29th. His death came with almost tragic suddenness. While he was playing a game of golf with a friend, D. J. Byrne, of the Leonard Fisheries, Limited, Montreal, he was seized with an attack of heart failure and dropped to the ground unconscious, passing away almost immediately.

Although at the time of his death a man of considerable wealth and a leader in the business and social life of Halifax, the late Mr. Boutilier did not attain prominence in either sphere without a struggle. His upward climb was slow and tedious, marked by many set-backs from which his unceasing energy, rare courage and vision carried him through.

Active to the end his life has been described as being "not unlike the experience of a mariner upon a storm tossed sea who reaches port only after a prolonged struggle." His whole life was given to the development of the fishing industry and the foremost place it occupies in the province of Nova Scotia today has been the result, to no small degree, of the perseverance and determination of the late Arthur Boutilier. His name will go down in history as one of the pioneers in the industry in this province.

Born on the shores of the St. Margaret's Bay, 53 years ago, not far from Halifax at French Village, a small fishing port, Mr. Boutilier grew up with the industry from childhood. His father was the proprietor of a lumbering business with a saw mill at French Village but the son did not follow in his father's footsteps, being more interested in the fishermen and their work. Friends, who remember him in his childhood days, say that even then he was interested in fish and would often be found dissecting them and mingling with the fishing folk.

While quite young he moved with his family to Halifax and was forced to leave school when but 12 years of age to earn his own living. It did not take him long to learn that his lack of education was a great handicap and at the age of 15 he resumed his studies working by day and studying by night. At the age of 18 years he decided that he would go in for the ministry and entered high school but was forced to abandon his studies there through lack of funds but not determination. Throughout his life he was a student and in later years his advice to young men was, "By all means get an education; I consider an education most essential in order to attain real success in life." "If I had a college education plus my experience in life I would not change places with the Premier of Great Britain," he said.

His first real experience in the business end of the fishing industry was gained when he entered the employ of Fader and Company, a firm of Halifax fish merchants. Here he made himself indispensable through his willingness to learn and to serve. Upon the death of Mr. Fader he bought out the remaining members of the firm and carried it along under his own direction, although he was then but 23 years of age. He saw there were tremendous possibilities in the fish business and he did his best to extend the small business and to elevate it. However, the market for fish products was at that time not very large and he met with his first reverse, the firm going un-

der after a valient attempt to stand up under great difficulties. For several years thereafter he met with reverses enough to make any man throw up the whole thing in disgust but he clung on and finally emerged at the head of one of the largest businesses dealing in fish in Eastern Canada.

"The foundation of my success," he said, discussing his career, "has been my failures; otherwise the failure was not justified." His first reverse occurred when he had been in business about two years. A representative of an Upper Canadian firm arranged with him to purchase larger quantities of fish than had hitherto been handled by the business. The fish were shipped by Mr. Boutilier, but the market slumped and the Upper Canadian firm refused to accept them. The result was that Mr. Boutilier found himself \$13,000 in debt and in the bankruptcy court, but eventually he paid every creditor 100 cents on the dollar.

"It was a hard experience, but it was worth a great deal to me in the future," he once said speaking of this depressing experience. His next venture was more successful. He organized the Halifax Cold Storage Company, with cold storage facilities and afterward sold it out to organize the North Atlantic Fisheries, which eventually took over the Halifax Cold Storage Company, and Mr. Boutilier became president and manager of the company. The business at the start prospered but at the opening of the war the industry slumped and the business was obliged to discontinue operations, the firm being dissolved.

Nothing daunted him, he set about to re-enter the business and he organized the National Fish Company, which after a period of indifferent successes finally emerged one of the leading fish firms in Nova Scotia and eastern Canada. Progressive in his ideas, he was a firm believer in advanced methods and he early conceived the idea of chartering vessels from the Grimsby trawling fleet to operate in Maritime waters. The undertaking proved an unqualified success. With the opening of the war the Grimsby trawlers returned home to England so Mr. Boutilier purchased the trawler *Triumph* which, however, was not permitted to operate very long, falling prey to a German submarine. Reverses followed in rapid order but he did not give up the struggle, although his fish business dwindled to the vanishing point. With a capital of only \$1,000 he started again and from that comparatively small outlay he laid the basis of one of Nova Scotia's biggest businesses, an industry that provides employment for hundreds of men throughout the province and purchases from Nova Scotia shore fishermen more fresh fish than any other firm. The operations of the National Fish Company at the time of Mr. Boutilier's death extended to many other Nova Scotian ports, including Eastern Harbor, Port Hood, Arichat, Petit de Gras, Little Anse, Ingonish and North Sydney and to points east and west of Halifax. In addition the firm operates several trawlers, the total production of which amounts to over 20,000,000 pounds a year, shipped to points from the Atlantic to the Pacific in Canada and as far west as California in the United States. At the time of his death he had a scheme underway to place his products on the English market as well. His life is a story of achievement worthy of the best traditions of that labor which takes men "down to the sea in ships."





By Cecil Boyd

**I**N spite of a good deal of blustery weather, which prevailed from the time of mailing my last month's notes until the middle of November, the local shore fishing has been good. While a good many days were lost, as the result of wind and storms during that period, yet whenever the fleet got out on the fishing grounds, good catches were generally brought in. And this present week ending with today, (Nov. 24th), has seen a welcome improvement in the brand of weather being handed out to us. Most of the boats got five fishing days out of the six, and fishing has continued good through the piece.

The prices paid to the fishermen have undergone some small changes since my last writing, and at the present time stand at \$2.75 for steak cod, instead of \$3.00, and haddock are bringing \$2.50, market cod, \$2.00. At Whitehead and other points along the County coastline, where the fresh fish catches are smacked to Canso, the prices ruling are fifty cents per hundred weight less, except in the case of market cod, which is only twenty-five cents less. The lower scale of prices is said to be on account of the smacking costs.

A recent addition to the boat fleet owned and operating out of this port is the new auxiliary craft *Marion C.*, which was purchased by Captain Frank Hawes, one of Canso's fishing skipper citizens. The *Marion C.* formerly belonged to Lunenburg, N. S., where she was owned by Captain Enoch Tobin, who brought her here for the transfer. Captain Hawes sold his own boat, the *Irbessa*, which he had owned for several years past, and was fishing in this fall, to Sam Mason, a Canso man, a member of the *Irbessa's* crew this season, the two sales being concluded at the same time. The *Marion C.* is a 22 ton craft, while the *Irbessa* is a 17 ton one.

There has also been an addition to the Government subsidized smacking service here since my last report, the auxiliary *Flor Del Mar*, commanded by Captain George Bachman, of Lunenburg. This added carrier has been placed on the shore route from Canso to Port Bickerton, Guysboro County, on which the *S. S. Elizabeth N. Cann* is also running. The *Flor Del Mar* was on this same route for a month or so last fall. There is now a total of five Government smacks engaged in collecting fish along the shore for Canso, two running on the Louisburg route, two on the Port Bickerton one, and the other one on the Whitehead and Port Felix shore. One day this week, a good fishing day, at Port Bickerton, where there is a fleet of sixteen motorboats, the *Flor Del Mar* got 39,000 pounds from the fifteen boats that were out, the only remaining one of the fleet being prevented from sharing in the day's work by a rather unusual circumstance. After finishing baiting up the night before, both of the crew went ashore and forgot to secure their craft, with the result that she drifted off, going ashore at another point. Before they secured her the next morning, it was too late to go out on the grounds.

The fall mackerel fishing is about over here at this time of writing, without any big hauls being taken. The usual number of mackerel netters from what is known as the North Shore of this County, were operating in this vicinity. While some brought in a few fish, no large catches were taken. A big easterly storm about the 11th of November did some damage to gear.

What will undoubtedly prove, when she is finished and launched, a valuable addition to the fishing fleet of Whitehead, this County, is the 67-foot schooner, now on the stocks at that port. This schooner is being built by Captain Thurlow Munroe, of Whitehead, for himself, and he is certainly putting good material in her, and doing a first rate job. The writer, with several others from Canso, had the pleasure, a day or so ago, of visiting Whitehead, and looking over the schooner as she stands on the stocks, decked over and

partly planked, and it was the unanimous opinion, that she was a beautifully lined vessel. She was designed, Captain Munroe, who was present, said, as a sailer, and the general view of those looking her over seemed to be, that, if correctly masted and rigged, she surely ought to sail.

Captain Munroe designed the model and made the molds himself, and is doing the carpenter work, assisted by David Boudreau. When the work was begun earlier in the year, it was hoped to have her in commission this fall, but some considerable delay over procuring stock developed, and as Captain Munroe has now started fall fishing, and can only work at his craft on days that are too rough for fishing, he does not expect now to get her launched this year.

The *C. G. S. Arleux*, Captain Cousins, arrived here early in November, and will be stationed here until the close of the winter haddocking by the boat fleet, which is usually along in January, from the middle to the end, depending upon weather conditions. The duty of the *Arleux* while here will be to act as an Assistant, or Mother Ship, to the local fleet, a service, which was begun quite a number of years ago, and, on a good many occasions, has proven of great value to the fishermen, in the pursuit of their hazardous calling. On fishing days, particularly those which look threatening, the Mother Ship patrols the grounds, and in case of sudden snow squalls, or storms of any kind coming up, she renders any assistance to the fleet, that may be possible under the circumstances. In case of boats not returning to port within the usual time, the patrol boat goes in search of the missing ones, and in such ways as these has proven her usefulness more than once, since the service was first begun.

Through the action of the joint meeting of the Canso Fishermen's Federation and the Canso Board of Trade, as referred to in my last month's notes, the question of Government aid in improving our fishing fleet, and restoring it to its old-time standing, was brought before the convention of the Maritime Boards of Trade, at Halifax, on Nov. 21st, where all the Boards of Trade of the three Maritime Provinces were represented by delegates. The Canso delegates were H. A. Rice, J. J. MacKenzie, J. A. Morrison, and Robert Meagher, the latter being also a member of the Fishermen's Federation, and ex-Secretary of that body. Mr. Meagher moved the resolution, which had already been unanimously endorsed at the Canso meeting last month. It was also endorsed without dissent by the convention at Halifax.

The resolution reads as follows:

"Whereas, as a result of the widespread depression, which has existed in the shore fishing industry throughout Eastern Nova Scotia for several years past, the number of suitable boats engaged in this industry has been greatly reduced, many of those still remaining being old and in need of replacement;

And whereas, the present year, bringing with it greatly enhanced prices and prospects for our fishermen producers, now sees a bright future of recovered prosperity apparently dawning for all engaged in the industry,

And whereas, as a consequence, many who have been forced by unfavorable conditions to abandon the calling are again anxious to return to it, but are prevented by the lack of suitable fishing craft, which they are financially unable to provide, (this being also the case with some of those at present operating in old, out-of-date boats, which they must replace with more suitable ones) and,

Whereas, it is one of the first duties of government to actively assist, in every way possible, our primary producers, who have little wealth or financial resources at their command, in developing our natural resources for the benefit of all the people;

Therefore be it Resolved, that this joint meeting of the Canso Board of Trade and Canso Fishermen's Federation, request the Department of Fisheries to immediately take steps to investigate the matter, with a view to providing financial assistance to bona fide fishermen in procuring suitable fishing craft, either through a system of long term loans, or otherwise, as may be found practicable."

The Halifax press commented very favorably on the resolution in their editorials. For example, the *Halifax Herald*, in its issue of Nov. 24th, after quoting the resolution in its editorial columns, went on to say, that it (the resolution) "raises a point and urges measures of vital importance to Nova Scotians engaged in one of the great industries of the Province."



By H. B. Arenburg

**T**HE Lunenburg fishing fleet has completed its season's operations and are all safely snugged up in Lunenburg harbor, dismantled for the winter months.

The 1928 season has been a very successful one, for while only 225,875 quintals of fish were landed during the year, as compared with 227,590 quintals landed in the season of 1927, the value of the catch is approximately two million dollars, which is half a million dollars in excess of the value of last year's catch.

On the frozen baiting trip 58 vessels landed 33,975 quintals; on the spring trip 75 vessels landed 56,950 quintals; and on the summer trip 134,950 quintals were landed by 74 vessels. This makes an average catch for the year for the 75 vessels of 3,011 quintals.

The prices received for the fish landed were greatly in excess of last year's prices. The frozen baiting fish sold for \$7.50 per quintal; the spring fish brought \$8.00 per quintal and \$9.00 was realized for the fish landed from the summer trip. The high prices received for this year's fish encouraged a number of the captains of the fleet to return to the Banks on a fall fishing trip, and results from this trip have been very satisfactory. About seventeen vessels were fitted out for this trip as compared with four or five in past years.

Several new vessels have been added to the fleet during the 1928 season and there are others which will be built and equipped for the 1929 season. The new vessels which are being placed in operation in the fleet are being equipped with engines.

Two vessels were lost from the fleet during the year. The *J. W. Morgeson*, Capt. Alex. Ross, was lost at the beginning of the fishing season and the *J. H. Sinclair*, Capt. Napean Crouse, at the beginning of the summer trip.

Fortunately for the fleet, the crews of both vessels were rescued, and the fleet was consequently saved from another horrible disaster, similar to that which visited it during the seasons of 1926 and 1927.

The highliner for the season was the schooner *Lucy Corkum*, Capt. William Corkum, whose catch for the year totalled 4,750 quintals.

A number of the fleet are contemplating making an early trip in the 1929 season, leaving for the fishing grounds sometime during January. This will be an entirely new venture on the part of the Lunenburg fleet.

Capt. Roland Knickle, one of Lunenburg's fishing skippers, who, during the summer season has been in charge of a yacht on the Great Lakes has returned home for the winter months.

Capt. Roy Spindler will sail the schooner *Marie Spindler* during next year's fishing season.

Capt. John Mosher will be in command of the schooner *Lois J. Thomas*, during the 1929 fishing season.

Schooner *Jennie Elisabeth* and *Kathleen Crooser* have been sold.

The Lunenburg fishing schooner *Andrava*, 95 tons register, Capt. Leo Lohnes, was run into and sunk by the French trawler *Commandant Emaile*, 164 tons, Capt. Morgan, near Petrie's Ledges, at the southern side of the entrance to Sydney harbor. The *Andrava* sank in about five minutes.

The crew, 21 in all, took to the four dories, with the exception of two or three men, who succeeded in climbing on board the trawler while the vessels were in collision. All were saved, those in the dories being picked up by the trawler and taken to North Sydney.

The trawler was bound out to the fishing grounds and the *Andrava* was tacking into the harbor, bound for North Sydney.

The crew cut away the lashings of the dories as quickly as possible, and pushed away, and they were no sooner clear of the vessel than she went down, she sank in about 60 feet of water.

The *Andrava* had on board 250 quintals of salt bulk fish. She was built in 1925 at Lunenburg, was 95 tons, 123.6 feet

long, 27 feet beam and 9.5 feet deep. She was owned by Adams & Knickle, was valued at \$24,000 and carried \$12,000 insurance.

William Forsey, Grand Bank, Newfoundland, has contracted with Messrs. Smith and Rhuland for the building of a 140 ton fishing schooner to be built next season. Work will commence on the vessel early in June.

Capt. Frank Cook has sold his schooner, the *Mahaska*, to Capt. Fleet.

A pleasing ceremony took place in Lunenburg when the captain and seven fishermen of the fishing schooner, *J. H. Sinclair*, were presented with a medal and diploma each, by William Duff, M. P., on behalf of the French Government.

The presentation was made by Captain Napeau Crouse, Whitford Emeneau, William Crouse, Melvin Naugle, Arthur Mulock, Russell Conrad and Harold Crouse each receiving a diploma and a very handsome medal for their service. Mr. Duff was asked to do this by Edouard Lecroix, Esq., French Consul at North Sydney, who received the medals and diplomas from the French Government and was instructed to arrange for their presentation.

The circumstances in connection with the rescue were as follows:

The *J. H. Sinclair* was proceeding to St. Pierre Bank to fish in April, 1926, when steering a course through loose ice she came up with a French barquentine named the *Yves*, which was salt laden for St. Pierre. The ice had so damaged the French ship that it was impossible to keep her free. It was necessary for Captain Crouse and his seven men to take dories and haul them a distance of two miles over the ice to reach the sinking ship and the men on board of her. In this manner they rescued the eight members of the crew of the *Yves* and then proceeded, with their help to haul the dories back over the ice to the *J. H. Sinclair*. After rescuing the men, they were taken to North Sydney where they were landed and given in charge of the French Consul there.

The *J. H. Sinclair* was one of the vessels which was lost during the present season's operations, from the Lunenburg fleet.

Capt. Alfred Haas, an old landmark in the town of Lunenburg, passed away at his home at the advanced age of 87 years.

Capt. E. E. Ritcey has returned from the Labrador Coast, where he was engaged in the interests of Halifax fisheries.

Tern schooner *Harold Conrad*, which brought a load of dry fish from Newfoundland for Robin Jones and Whitman, Ltd., had a new mainmast stepped while in port.

Tern schooner *Abundance*, Capt. Ammon Zinch, has been chartered to load dry fish at Newfoundland for Brazil.

An event of unusual interest occurred when the schooner *Marguerite Tanner*, Capt. Angus Tanner, was towed from the wharf of Zwicker & Co., Ltd., to the plant of the Lunenburg Foundry Co., Ltd., to have two 60 h. p. Bessemer engines installed.

This is the first vessel that has ever been to the wharf of this plant, as previous to this summer, this part of the harbor was not navigable. This summer, for the benefit of the fishing fleet, a ship's channel wide enough for a vessel to turn was dredged up to the property of the Lunenburg Foundry Co., Ltd., and this Company built a wharf for the docking of vessels.

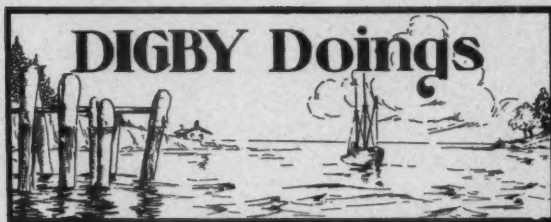
The *Marguerite Tanner* will be there for several weeks, and before she gets away, the new vessel for Capt. Thomas Himmelman, which will be launched within a short time, will also come up to this wharf. Everyone is much interested in this event, especially at the present time, when a number of the fishing vessels are having crude oil engines installed. This part of the harbor was always totally unnavigable until dredged this summer, and at low tide there was not enough water to float a small boat.

The following vessels have arrived from fall fishing trips: schooner *Robert Edale*, Capt. Allan Mosher, 1000 quintals; schooner *Eva N. Colp*, 800 quintals; schooner *Rez Perry*, Capt. Fralick, 1000 quintals; schooner *Marshall Frank*, Capt. Riiser, 400 quintals; schooner *Lucille Smith*, Capt. Eric Corkum, 300 quintals; schooner *Progressive II*, Capt. Carmen Knock, 600 quintals; schooner *General Haig*, Capt. Newton Borkman, 900 quintals.

Capt. Edwin Geldert who has been at Fort Churchill, Hudson Bay, since last May, has returned home. Part of the journey out was made by airplane.

Schooner *Donald A. Crooser*, Capt. Ellison Crooser, has been sold to outside parties.





By James J. Wallis

**B**AD weather has again interfered with the fisheries during the past month, particularly in the western part of Nova Scotia. But, as usual, when the boats do get out they strike fish in pretty fair quantities. The scallop fleet have only been able to get two or three days' fishing in the whole month. The price has fluctuated considerably, sometimes down as low as \$2.75, and at other times up to \$4.00—but on the whole the prices have averaged a little higher than at corresponding periods in other seasons.

The mackerel fishing on the south shore is about through for the season and the fishermen for the most part have hauled in their gear. During the fall run those who were engaged in the outside fishing did quite well, but those who were not equipped for fishing offshore and perforce had to remain close in, did practically nothing as the fish did not come inshore at all. Around St. Margaret's Bay the larger boats of the fleet are now being fitted out for winter fishing which they expect to begin shortly. Most of the younger men of that locality will participate in that branch of the fishery, leaving as far as is known only two boats to prosecute the lobster fishing.

Two young fishermen of Shelburne county are in a serious predicament. On the morning of the 15th Solomon Oikle, a fisherman of Eastern Point, was shot as he lay in his bed, the gun being fired point blank through his bedroom window. He was badly injured. A day or so later the chief of police of Shelburne arrested Lewis Hemeon and Richard Hollet on suspicion. Oikle says that Hemeon had threatened to kill him some time ago.

From Cape Breton comes the report that fishing has been very poor so far this fall, due mostly to broken weather and dogfish. The fishermen are now agitating for a committee to wait upon both the local and federal governments to ask if some effort cannot be made whereby fishermen would be paid a bonus for catching dogfish. The men go off shore for miles to where they expect to make a good haul. In almost all cases they slash dogfish for hours and come back with nothing, nine times out of ten without their gear. Possibly something may be done, but —

\$9.00 a quintal! Some price the Lunenburg fishermen are getting for their season's catch. And it has been a big season, too! It is estimated that the returns this year will probably be about \$400,000 in excess of last year. Most of the vessels have done well, but of course there are always a few unlucky ones. The first offer by the exporters was \$8.25 but the producers held off and the price kept going up in quarter jumps until \$9.00 was reached. The Halifax exporters are not smiling over it even if the fishermen are. They say it means that the exporters will have to do business this year at no profit whatever on what Lunenburg fish they handle. But there is this to be said, stocks of dry fish in Nova Scotia have not been so low in years. If the demand in the foreign markets keeps normal the stocks should be all cleaned up before the opening of the next season, but the consumption may be materially reduced by the present high prices.

Sixteen Lunenburg vessels are still on the Banks on their third trip, and no doubt the present high prices will encourage them to stay on the grounds as long as possible.



By Harold V. Cunningham

**W**HILE the fish catch for the month of October shows a decrease compared with the catch for the corresponding months of 1927, the value was greater due to better prices prevailing for several species. The total quantity of fish landed during October, 1928, was 10,047,400 lbs., for a value of \$263,722. Last year 10,067,600 lbs. were caught for a landed value of \$208,328, as shown by the monthly report of the Eastern Fisheries Division. Weather conditions along the Nova Scotian coast were variable but on the whole the weather was better than during October, 1927, the report states.

The chief varieties of fish landed were cod, haddock, herring, mackerel, halibut and scallops. The cod landings showed an increase of nearly three-quarters of a million pounds with better prices prevailing. The haddock catch shows a slight decrease but better prices were obtained for this variety also, resulting in a considerable increase in the landed value. The herring catch was nearly 100 per cent greater than last year, the report shows, and a still more encouraging feature is that the prices obtained for this fish were 200 per cent greater than last year. The mackerel catch and landed value also show a considerable increase 721,800 lbs. being taken for a value of \$57,098. Last year the mackerel catch was 568,100 lbs. valued at \$34,746. Halibut prices on the other hand show a slight decrease although the catch was greater. There was a big decrease in the scallop catch compared with last year. During October, 1928, 1,958 gallons were taken for a value of \$5,875. Last year the October catch of the shell fish amounted to 11,582 gallons valued at \$34,746. In a large measure the decrease is due to the season getting underway later this year than last, opening on October 16. Last year the season got underway on October 1st. A scarcity of hake and cusk off the Nova Scotia coast is indicated in the catch of these fish for October the figures being 403,400 lbs. for a value of \$5,520 compared with 1,213,000 lbs. for a value of \$12,303 October, 1927.

Fishermen at Halifax were greatly interested in the new trawler *Nova I*, which arrived here recently, and is being fitted out at Smith's wharf for the fisheries. The new trawler better known as a baby-trawler, which arrived here from Mahone Bay where she was constructed, has many novel devices which will aid greatly in reaping the harvest of the sea. The *Nova I* has been built as an experiment, being designed after the type of the seine netters used extensively in Denmark and her owners believe that her type embodies the best methods of landing fish at minimum cost. Built entirely of oak strengthened by steel frames or ribs, the *Nova I* is equipped with a foresail and jibs and a single cylinder semi-Diesel engine capable of developing a speed of 10 knots an hour. She measures 67 feet in length, 17 feet beam and is 50 tons register and when fully loaded can carry 70,000 lbs. of fresh fish. She has storage capacity for enough oil to permit her remaining on the banks for two weeks at a time. The new craft will be in charge of Captain Muller and a crew of four men. The type of engine in the vessel requires no attention from an engineer, for once started it is controlled from the wheel-house and Capt. Muller will act as his own engineer. The engine also operates a winch on deck and a windlass. A feature of the construction is the mainmast of hollow metal through which the exhaust is forced out. Great interest has been aroused among fishing men throughout the province and in New Brunswick and already the owners have had many inquiries regarding the vessel and they say letters continue to pour in from all parts of the country for information. If the experiment is a success there can be no doubt that more vessels of the type of the *Nova I* will be built. When she leaves for the banks very shortly the *Nova I* will carry with her a buoy fitted with a gas lamp for night fishing. The buoy is dropped over the side and from that point a net is dropped, the depth varying

according to the species of fish being fished for. Then the trawler makes a circle and the ends of the net are brought together. Then with the aid of the winch the net is hauled up and the fish taken out.

Commenting on fish prices the Maritime Merchant, a trade paper, says of the \$9 obtained by the Lunenburg fishermen that it is a triumph over the exporters. "The triumph of the Lunenburg fishermen", says the journal "over the exporters seems to have been an unqualified success". The first price offered the fishermen was \$8.25, which was refused. Then the exporters raised the ante to \$8.50, then \$8.75, but still the Lunenburg fishermen refused. Finally \$9 was offered and the summer catch was sold. The Maritime Merchant forecasts the returns from the industry this year will be about \$400,000 in excess of last year. "One effect", continues this paper, "of the present high prices should be to increase the interest in our shoe fisheries as well as our bank fisheries. If so there is hope that many of the young men who left their homes in the Maritime provinces for the United States during the period of low prices may now return and develop the industry in which they were originally employed."

Considerable shrinkage in the mackerel exports during September and October, compared with the previous two months, is shown in recent reports. The market for the fish continues firm, however, at \$11.50 ex-store. Regarding the supply of fall fat mackerel the catch is the shortest in years and prices are very firm. Extras were quoted last month at \$28 to \$30 ex-store and No. 1 at \$24. Grocery herring were selling at \$8.50 to \$9 ex-store and ex-store values placed on West India herring were \$5.50 to \$6.50.

Edward Whalen, a Shelburne fisherman, had a very narrow escape from death on October 30 when he was knocked from the deck of his vessel while being towed by an American fisherman. Whalen's engine went bad and he asked for assistance from the American boat which was willingly given. A line was made fast to his boat and he was thrown into the sea when the American craft started ahead suddenly. When rescued he was almost gone. His boat was towed into Sandy Point and Whalen is now none the worse for his experience.

### The St. John Section

(Continued from Page 21)

carloads went from Cape Tormentine and Point du Chene.

Joseph Vantour and Oscar Doucet of St. Louis, both engaged in the general fisheries along the shore in that section, had narrow escapes from death recently while fishing. They were out in a motorboat about a mile from shore shortly before dawn, when a fire developed from the gasoline. The flames started to consume the entire boat, and the two fishermen worked strenuously to subdue the blaze. It was a question of being either burned or drowned. The flame was seen by other fishermen who, like Messrs. Vantour and Doucet, had gone out before day-break for the shore fishing, but although all of the motorboats raced toward the flame ridden boat, they were too far away to be of any help. The two fishermen had to extinguish the flames themselves. This they succeeded in doing, but not until both hands and arms of each man were severely burned. Although the motorboat was badly damaged the men were able to get it to shore. They received treatment for the burns at St. Louis. Between the burns and the damage inflicted on the boat, they had to lay off their fishing for about two weeks. It was the most exciting experience either man had ever had, and neither wishes to duplicate his adventures with the burning boat. When the other boats came alongside the burned craft was almost on the shore. Both fishermen consider themselves lucky in coming out of the experience alive, as they thought their chances very poor at one time. The flames threatened to consume the boat in a couple of gulps when the fire broke out.

Out of a total of \$912,240 realized in fish production by the producers of the Prince Edward Island coasts, up to September 1, lobsters contributed \$738,714. From this can be seen the importance of the lobster fishery on the island. The figures are for eight months of 1928. Herring came next to the lobsters but the margin was great, the figures for the herring value being only \$58,089. The value of cod caught in the period was \$44,912, with the cod placing third in value. Smelts came fourth with \$39,629. Mackerel value came fifth with \$15,532. Hake came sixth with \$5,836. Quohaugs value came eighth with \$2,755. In between was the tomcod

value at \$3,702. The salmon value was only \$1,000 for the period. The clam value was the lowest of all, with \$25. The value in scallops dragged was \$465. The haddock value was \$1,361. The catch of crabs reached only \$104 worth, while the production of caplin came to only \$216.

In the city council of St. John it was recently recommended that a number of lots on the harborfront applied for by the harbor commission be sold to this board at a capitalization of four per cent of the rental. It was suggested that the present lessees of the lots be given opportunities to buy the lots, and this proposal was agreed to. The fee simple in a number of the fishing lots has been asked for by the harbor commission to provide for dock facilities, with dredging at the start. The dredging, already under way, has interfered considerably with the work of the fish producers on the west side of St. John harbor, as the dredging has created confusion among the fish, as well as marring the fishing of the men from the boats, considerably. Most of the Carleton fishermen are complaining vigorously about the interference. Men who bought a year's fishing rights find their activities and revenue interfered with by the dredging operations, but there seems to be no aid coming from the city, although the rights were sold for the full year. The fishermen have been anxious to find out just where they fit on this deal.

### News from Yarmouth

(Continued from Page 20)

greases. Under these troughs are sixteen others much larger and built into the concrete floor. On these the young fry, as they reach the age for feeding are placed and cared for. At the south end of this building is a roomy office for the superintendent, a living room and bedroom for the assistant. The opposite end are the feed rooms, ice house, refrigerator, etc., while the second floor is one large store room extending the full length and width of the building.

In the open lot at the rear of this building there has been constructed twelve large rearing or brood ponds, all of concrete with rock and gravel bottom. These measure 150 feet in length by five feet wide and will be used as a storage for brood fish, from which after the plant is well established the spawn for the hatchery will be obtained. As the operations of the hatchery expands there is ample room in the lot of land to allow the number of these rearing ponds to be more than doubled. The water supply is obtained from Lake George where a large new concrete dam was built to obtain the necessary water supply. It is led to the hatchery by two pipe lines, one eight and the other twelve inch, which assures the hatchery of a good sturdy flow which such a plant demands. A pretty six room bungalow has been erected for the superintendent. It measures 30 x 30 feet and when complete with the grounds prettily graded as the plans call for the hatchery property will make one of the beauty spots in this county as well as one of much interest. An extent of this development may be better obtained from the fact that in the concrete work approximately 3,000 bags of cement have been consumed in building of the dam, the hatchery and the rearing ponds. The whole has cost about \$40,000 and was built by Hon. A. S. MacMillan, M. L. A., as the contractor and E. W. Peters, of Sydney, C. B., as foreman.

The Weymouth tern schooner *Edith Belliveau*, Capt. Henry Dionne, has been in port here from Boston with a cargo of fertilizer and after discharging, the vessel proceeded to Belliveau Cove, Digby County, to load a cargo of lumber for Barbados. After discharging at that place the vessel will make one or two trips in the gulf trade coming north in the spring with a salt cargo. This is the same vessel which early this year carried lumber from Belliveau Cove to Havana and from there was ordered to proceed to Turks Island and load salt for Westport. Sailing from the Cuban port, Capt. Dionne ran into a series of southerly breezes, head winds and calms and for over forty days endeavored to reach his loading port. Provisions began to run low and yet there was no sign of a change of wind. At home much anxiety was being entertained for the safety of the schooner. With such conditions as above mentioned Capt. Dionne decided to haul the vessel about and put the craft on a course for home. A day or so later the vessel was practically given up for lost with all hands, but a few days later, about fifty-six from the date of leaving Havana, Capt. Dionne made Belliveau Cove. Since then the vessel has been engaged in the lumber trade between the above place, Boston and New York, while now the craft will again go south, with the owners anticipating much better luck.



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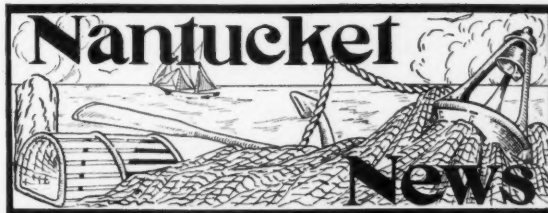




By Henry H. Brownell

WITH the water getting colder and the waves getting bolder looks like winter would soon be here. Already the invasion of the fleet of trawlers from up to the west'ard gives tangible proof of its arrival. Some increase in the size of the fleet is to be noted. With so many of the big draggers being built to fish out of New Bedford the smaller craft are having hard work to make a go of it. One advantage the smaller boats have over the fleet working down to the east'ard is being one day ahead of them in getting their fish into the market after a hard spell of weather. Plenty of yellow tails being reported a few miles from the ship at Brenton's Reef.

One needs but to hear some of the stories told about the



By Isaac Hills

OFFSHORE fishing has been rather uninteresting the past month, reports in general being that fish are about as plentiful as usual, and prices rather low for the season.

Several of the larger boats have caught trips from time to time, and gone through to New York with their cargoes, but for the most part, the boys have not been over "fishy", and any morning will find boats tied up at the dock waiting for favor.

The scallop fleet of about seventy boats, started work on the first of the month, and by noon, were to be seen "cruising" looking for somewhere where scallops were to be found in the usual quantity, without any noticeable results. By the end of the first week, there were more boats coming in

UPPER RIGHT: Scant fishing and a breeze drive Nantucket fishermen to this.

UPPER LEFT: Walter Jewett prepares to join the scallop fleet in town after a summer lobstering in Madaket.

LOWER RIGHT: Arthur MacCleave with a steaker at his shanty. Ray Coomes of the scallop fleet looking 'em over.

LOWER LEFT: Harold Folger takes a hand at house-keeping.



first gas engines to realize how the lot of the fishermen has improved in the mechanical line. One of the best stories I ever heard is about a fellow who owned one of the first Lathrop engines in the state, seems it needed repairs; after taking it apart and tightening bearings he put it together. The first time he rolled her over the piston came up and broke the firing shaft off, well he took it apart again and put it together and rolled her over only to break another firing shaft, well to make a long story short he sent his connecting rod to Lathrop and asked for a shorter one, only to receive a new one of the same length lashed solid to the old one with heavy wire to show that there was no variation in the length of the two. Only then did he realize that he had put his piston in wrong with the baffle plate on the wrong side, causing it to break the firing shaft every time.

I see where some small parasite is causing damage to the winkles down in Vineyard Sound according to the Fishermen's Poet, well tolerable damage has been caused by the ten fingers right here in Rhode Island. According to all reports these ten fingers have about depleted the winkles

(Continued on Page 30)

without their limit of twenty bushels, than with, and the end of the second week found skippers going lone handed as the beds were not thick enough to support the usual mate. Now at the end of the month, most of the fleet have lost their nip, and the boys are spending more time telling of what was, and what might have been than they are in fishing. And when a boat comes in with the limit, there is great commotion and preparation to get an early start and catch the scallops that have already been caught.

I wonder how many persons there are that go into "Smith's Restaurant" to put on the feed bag, that realize that they are being catered to by Aubrey Smith, who, during the big strikes on Nantucket when a thousand barrels of fish graced the Steam Boat Dock right often, skippered the *Florence Meriam* and for over ten years before that was one of the best known skippers sailing out of Boston, with both the Commonwealth Fisheries, and the Booth Fisheries. We spoke to Aubrey the other morning over the breakfast table, and he admitted the news that the salt water runs in his veins from time to time, and that he would be much happier at sea again.

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By Joseph C. Allen

**T**HE tapering off of November as she slips to leeward, has brought us the first indication that winter is anywhere near raising distance. A little cool snap that made ice the thickness of window glass, brought the cod inshore a bit farther and set the silver eels to running, just right for the big before-Christmas fishing. It didn't last though, and the prospects are favorable for plenty of business for a spell longer.

The windup of the month finds us with the scallop season on in full blast in two towns, Edgartown and Gay Head. These are the only two out of the six on this "little island" that have any scallops this year. The season began at Edgartown on the first, and the fishing was never better since Gosnold dropped his kedge in the bay, while the scallops themselves were pronounced by all and sundry to be the finest ever taken from the town waters.

From all appearances it seemed that the food supply must have been unlimited. The shells were no larger than common, in fact they seemed a trifle smaller if anything, but the eyes took up all the room there was in the cargo space. Another thing, these scallops were pretty well covered with moss, showing that they had moved but little and these signs were read as indicative of an abundance of whatever the scallops feed on.

There is an unusually heavy growth of grass in a part of the beds this fall and a man-sized breeze together with some cold weather is necessary to clear this off before the ground can be properly fished. This has been regularly expected in years gone by, the boys figuring on what amounted to two "opening days", one when the season opened and one when the grass let go. But for the past few years they have been using heavy dredges that would tend bottom even where the grass was fairly rank and there hasn't been anything more than a little spurt when the grass went.

This year, however, the fishermen report such a heavy growth of grass that even with the heavy dredges, the bottom cannot be properly tended and on the opening day there were some boats that tried fishing in the grass only to give it up and run to clear bottom.

The Gay Head season opened on the 19th and the Injun fishermen reported very good fishing. Those lads have played in rather hard luck for the past two years. Last year there were plenty of scallops but they ran so small that it hardly paid to dredge them and the year before they were scarce and moved over into Chilmark to a great extent, beside. The scallop ground of these two towns are in the same pond, the boundary being buoyed, and there is no fishing on either side by out-of-town men. But this season is the off one for Chilmark; they haven't got scallops enough to season a kettle of stew with, according to what the boys say. "It does beat Hell" they invariably say in concluding their remarks on the subject.

Next to the scalloping, the little draggers are showing the most activity among the inshore fleet and outside of an occasional breeze that kinked up the water all around, they have been operating with success during the entire month.

The black-backs have been running well and are still running, to the intense pleasure and profit of these hip-booted lads who sail the shoal waters. One lad, we respect his modesty and omit his name, cleared three hundred and fifty dollars in one week, fishing alone, and he took Saturday off at that. Not bad for November, no matter where you fish.

There are a few of the dry-salted boys from Chilmark and Edgartown who refuse to paddle in the mud and instead, they head out in the general direction of Portugal to raise havoc among the cod and haddock. These lads are not to be confused with our off-shore fishermen, as they sail

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By J. R. Leonard

**O**WING to the summer weather holding so long, the winter fishing is somewhat delayed hereabouts. The cod fish will remain well off shore until a good cold snap, and at Sag Harbor, where usually a fleet of draggers tie up, their places are empty as they are fishing at Montauk with indifferent success. The few scallopers that are working are getting good size scallops and are doing fairly well at prices ranging from \$4.00 to \$5.00 per gallon.

East Marion trap fishermen have been putting that place on the map recently. Some remarkable catches have been made, remarkable, considering the lateness of the season and the fact that they were about to quit. Vail and King finished about a month or so ago, losing a large part of their gear through heavy winds. One firm of trap fishermen, Daniel Brown and William S. Adams, shipped 101 boxes of butterfish one week, 87 of these being caught in one night. Their nets were so full that they were sunk nearly out of sight. Brooks Brothers found their traps full to overflowing, shipping over 100 bbls. to Fulton Market by truck. These catches are due to the mild weather and southerly winds we have had of late.

The fish packing plant of the Fowler Sea Products Co. at Montauk has been bought by Parke G. Haynes, general manager of Montauk Beach Development Corp. for \$25,000. This plant was bought from a mortgage holder who foreclosed on the plant. When built about three years ago, this plant cost in the neighborhood of \$200,000, consisting of two concrete steel frame buildings, equipped with modern machinery and a 200 ft. pier. It is reported that it will be used as a garage.

Three baymen of West Sayville were ordered to pay \$50 each to the town of Southampton, by Judge George H. Furman in the county court at Riverhead recently as a penalty for taking clams from that township's waters. They were found guilty several months ago of taking undersized clams from the waters of Southampton town and were fined \$17.50 each by Justice of the Peace Albert W. Conklin of Riverhead.

Can it be possible that the law makers of this state are lacking in ordinary intelligence? Let you who read this be the judge. I have not the law here handy, neither can I repeat it word for word, so will give you the "gist" of it. Before a person, be he bayman, or retail fish dealer, can gather or offer clams for sale, he is obliged to go to his local M. D., have his pulse felt, open his mouth and say ah!, stick out his tongue and otherwise prove to this state that he is sound in body, if not in mind. You of the water are aware that when Mr. Klam, (or as you "Down Easters" say, quohaugs,) shuts his door it takes a pretty strong germ, with a good strong arm and a sharp strong knife to gain admittance to his stronghold. The bayman that gathers this clam doesn't see the edible part and has small chance to touch it. Now how about Mr. Potato Picker, the one who gathers berries, vegetables, grocery clerks, and others without number. Perhaps the bayman who lives out of doors in the fresh air is the only unhealthy one of all these!

Patchogue is about to make some very much needed improvements on her waterfront. At the dock at the foot of Mulford street, which is to be rebuilt, the village has authorized the dredging of a channel 100 ft. wide and 50 ft. long, this with another being dredged by Francis Marron twice this size to the south'ard will give ample docking space for several boats at a time. This will be a great improvement over the old narrow, shallow channel of heretofore.

Northport citizens have at last awakened and are trying with all their might to have the old wrecks removed which dot their harbor. It is an eyesore for summer residents as

(Continued on Page 35)





By the Fisherman's Doctor

**T**HE Anderson Packing Company of Southwest Harbor is having quite a quantity of fish brought in, and they are packing them, which necessitates considerable night work for which the operatives are thankful as it increases the payroll.

The Stockton Range lights have been discontinued for the remainder of the winter.

During the recent heavy sou'wester gale several boats went adrift at Eagle, and the fishermen's mail boat was lost. Later the boat was found on the Deer Isle shore considerably damaged.

Automobilists are not the only ones who suffer from carbon monoxide gas as the fishermen sometimes are overcome by the gas fumes from leaky exhaust pipes. Carl Quinn and Charles Allen of Eagle were knocked out on their way to Camden through the effects of leaky pipes in their boat. They quickly recovered, and realizing the trouble, stayed out in the open air.

The *Sunbeam* has again rendered timely service to fishermen. Lilla, Alma and Bennie Lunt and Valeria Lunt, children of Frenchboro fishermen, were thrown into the harbor when trying to land. As result of this accident one of the children suffered a dislocated shoulder, another child's back was badly hurt and the other children were badly bruised. The faithful missionary boat, *Sunbeam*, was in the harbor at the time and took the injured to Swan's Island where a physician treated them.

Rufus Smith has rejoined the schooner *Verna G.* for fishing. Bert Perkins is serving as cook on the smack *Willard and Daggett*. Last week the *Sunbeam* brought a dentist to Outer Long Island for some suffering fishermen and their families.

The thieves who recently broke into the lobster car at Port Clyde were fined \$80 and costs in Rockland Municipal Court.

Capt. Woods of the fishermen's freighter, *William Tabor*, lost considerable valuable property when the schooner rolled over on her beam ends when the cargo of one side had been discharged and the vessel was being turned to discharge the other side. The contents of the cabin were badly damaged in the floating wreckage. The captain was carried away with the overturned deck load, and swept into the water, but suffered no injury beyond getting an unexpected soaking in the cold ocean. The schooner was righted and repaired.

The sardine factory at Stockton Springs is employing their hands in making smoked herring, and many large fish have been brought. The employees are thankful for the extra work at the end of the sardine packing season.

Capt. Holbrook of Tenant's Harbor is hauling out his boat and traps, in preparation for his going to Massachusetts for the rest of the winter.

Lobster fishermen at Port Clyde have been much troubled by thieves stealing from lobster cars and traps. Bert Clark of Port Clyde set out to find out who the marauders were and to catch them, if possible. So, one night he heard someone or more than one at work at a lobster car after all the regular law abiding inhabitants had gone to bed and were dead to the world. At 1:30 a. m., he heard somebody at his own lobster car in the harbor, and this was dangerous as the fishermen had sworn vengeance against anyone found tampering with lobster gear, cars especially. He fired a shot over the heads of whomsoever it might be, and demanded that the parties come ashore. The thieves pretended to obey but slipped away in the darkness, and veered from the shore and tried to slip down the harbor. Clark followed along shore, and tried to awaken other fishermen to aid in the capture. The marauders were poor boatmen, and lost their oars in getting near shore. Clark soon determined their objective landing place, and closed in. Not being acquainted with the harbor they stuck on one of the harbor ledges. Clark waded in and captured one of the raiders who

was carrying off some of the lobsters. The other two, for there were three of them, escaped in the dark, but Clark turned his prisoner over to a fellow fisherman who had been aroused, and he guarded the captive, while Clark went after the others, but did not get them. The two fishermen took their prisoner to the sheriff who had been aroused by the shot and disturbance and the arrest was soon consummated, and the case was prosecuted in court later. Lobster stealing has been given a quietus near Port Clyde.

Capt. Emmops Sawyer of Southwest Harbor died on Nov. 7th. He had followed the sea most of his lifetime and had been a fisherman, though in his latter years he had retired.

An Albacore, a specie of the mackerel family, which frequents southern waters usually, was shot and captured by Joseph Murphy and his son off the South Dartmouth shore. The albacore which weighed a hundred and fifteen pounds, had gotten into shoal water far away from its native waters and was struggling ineffectually to get back to deep sea. Murphy and his son chased the fish in a boat, and after two hours of pursuit shot it and hooked the boats anchor into it and towed it ashore. The albacore made lunges at the boat, but did no damage. It was a stranger north of Virginia.

Scallop fishing now-a-days is not as it used to be on the Monroe island beds, but yet is not a failure. Thirty-five boats are operating in Penobscot and Bluehill bays quite successfully, and the larger boats are getting from thirty-five to sixty gallons a day. Rodney Feyler, the scallop king is paying \$2.75 a gallon which is a dollar more than paid a year ago. The largest catch was by Capt. Charles Carver in his boat, the *Madeline and Flora*, who got sixty gallons.

Charles Harding, lobster fisherman of Gotts Island, has moved to Bernard for winter quarters. Herman Joyce has moved into winter quarters at Winterport.

Canadian fishermen and weimen have appointed a committee composed of James Stuart, Emery Lambert, Albion Richardson, Harold Lord, and Wesley Welch.

C. A. Morse & Co., launched a new, large fish boat at Thomaston the last of October.

Is there a vein of coal out-cropping from the ocean bed near Seguin? Over a period of many years residents on Seguin Island have pea coal washed up on the beach after every heavy storm. The coal is anthracite. On November 6 the trawler, *Alice M. Doughty* came into Portland with a cargo of fish, and the preceding Saturday she hauled up her drag-net off Seguin, and found it full of good coal. A short time before, the dragger *Barbara* was fishing in the same location and brought up a bushel of good hard coal. The spot is in deep water in the ocean, a short way off Seguin Island. It may be further investigated.

One of the larger boats of the scallop fleet of Rockland is daily catching from fifty to sixty gallons of very good scallops.

One of the lovely lassies of Rockland High School went out scalloping with her father in the Messell Ridges channel, and while it was a quiet, calm day to the fisherman, it seemed very rough to the girlie, and results were not as expected. Hereafter father will have to fish alone.

Rockland scallop fishermen are getting three dollars a gallon for scallops.

Capt. Gus Doughty of Casco Bay, schooner, *Reliance*, and his sons, Harry and Evan, and James Ross and James Ryan, from Chebeague Island, have gone to Rockland to fish in western Penobscot Bay.

Oscar Stewart of South Harpswell recently spent a week in deep sea fishing aboard the schooner, *Georgie Bowden*, of Portland, and came near rating as highliner.

Smacks are paying twenty cents to the catchers for lobsters and retail prices are the lowest yet. 20 cents a lb. at smacks. Walter Davis of McKinley is planning to buy and handle flounders this winter, and will have an office in the cold storage building, and will ship from there.

The Rockland Yacht Club is planning to build a clubhouse on the Rockland waterfront.

Roy Ellwell has been keeper of the Rockland Breakwater Light the last four years, and has recently been transferred to Pemaquid Point Light station. Capt. Ellwell had previously served nine years at Rockland Breakwater, and in interims was at Two Bush and India Island Light Stations. He has been in the service twenty-five years, and had proved a most efficient and capable official. He will be succeeded here by P. H. Moore, who comes from duty at Cape Neddick.

Tillson wharf fishermen have been caught unaware by the

cold weather and from now on will have to look after the wharf waterpipes.

Lobster smack, *Princess* brought eight thousand pounds of lobsters to the Willard-Daggett Company at Portland.

Captain C. H. Carver of Beals has gone to Boston with a load of lobsters.

Keeper, J. Jobson, has returned to duty at the Cuckholds Light Station.

The Seacoast Missionary Boat *Sunbeam* recently called at Heron Neck Light Station, and rendered aid to fishermen.

It used to be said that pearls came from oysters, but many of the present day pearl ornaments and decorations and knick knacks come from sardines. Weirmen and sardine handlers now sell herring scales for seven cents a pound, and make from \$10.00 to \$75.00 a day from salvaged herring scales. A hundred pounds of fish scales will produce a pound of pearl paste, which rates a price of \$125 in the New York market. The pearl essence factories bought at least \$250,000 of herring scales last season. The local factories do not manufacture the pearl paste but produce from the scales the lustrous pearl essence which is shipped to New York. The final processes transform the essence into paste and thence into beads and necklaces, and miscellaneous jewelry, or anything in which the mother-of-pearl effect is sought. What used to be a great waste, even a big nuisance, fishscales, are now a source of revenue.

All sorts of animals have been trained successfully, and now W. E. A. Slaght says that oysters can be trained to turn over and open their mouths ready to eat just as regularly as mealtime comes around. He feeds them on cornmeal and water, but they live only five or six weeks.

The power scallop dredger of Capt. C. A. Meservey has been working at Bluehill Falls.

The North Lubee Canning Company just made a large shipment of sardines to western states from the Stonington factory. Dennis McMahon, the factory superintendent, has been in Rockland.

Walter Powers has been transferred from Mt. Desert Rock to Duke Island Light Station.

Clam digging started in briskly as a business the last of October and has been good ever since especially at Eastport, where canning is active. Clams are abundant in Passamaquoddy Bay.

Capt. Fisher of Virginia has been busy with the fisheries at Winter Harbor.

Capt. Welcome Tilton of Vineyard, Mass., has been renewing acquaintance with his fishermen friends at the Reach and Bayside. He used to sail out of Ellsworth, but that was forty-two years ago.

The fishing schooner, *Katie D. Seavey*, Capt. Fred Seavey was stranded by wind and tide on a ledge at South Gouldsboro. She was loaded with fish from Prospect Harbor and Frenchboro. It was found necessary to remove the cargo, and it was found that the vessel was quite badly damaged and considerable repairing will be necessary. Capt. Seavey had no insurance.

Wilbur A. Morse of Friendship has started building a new fishing boat for Cleveland Burns.

A Castine smack crew reported the body of a woman adrift among the islands of Eastern Penobscot Bay, but coast-guardsmen have not yet reported finding it.

The Fisheries Patrol boat, *Pauline*, caught fire in Bluehill Bay, from backfiring of the engine, and was burned and became a total loss at Seal Cove. Forest Albee, warden, and Chester Savage, the skipper, were badly burned.

The Lawrence Canning Company sardine factory has been prepared for canning clams, and has commenced packing.

The smack *Thelma*, under Capt. Poland has just taken a cargo of lobsters to Portland.

The *Satellite*, Captain Morton, has returned from a trip to Boston with lobsters.

Russell Gray at his Thomaston boatyard has three boats under construction, one a sixty foot fishing boat.

The R. B. and C. G. Stevens Company are very busy packing clams at Jonesport.

Earl Johnson has returned to Camden and will go lobstering.

The Rices at Bangor have a boat daily bringing fresh fish from Southwest Harbor and other coast ports. They have also built a new smokehouse on Kenduskeag stream.

The Underwood factory at Rockland has undergone extensive alteration, and the huge new smokestack has much changed the skyline vista at Tillson wharf. The stack is over a hundred and fifty feet high.

## Nantucket News

(Continued from Page 27)

The dory fishermen are bringing in some big hauls at the East End, and in spite of the general market, seem to be getting good prices for "Hook and Line" fish. Mostly due to the fact that the first ice they see is in the packing for shipment, and the fish arrive on the market in perfect condition. Arthur MacCleave is the steadiest man in the game using a dory for cod hand lining and trawling, fall and spring, mackerel nets, and sturgeon nets in the spring, and lobster pots in the summer, and not so many years ago, there were nearly a hundred dories in the game, while Arthur was skipper of the well known steam fisherman *Waquoit*. Harold Folger, and Dick Barrett skipper of the power trapper *Doros* which follows the steamer *Petrel* in season are dory mates, and Leland Topham and his partner have quit the scallop fleet and gone into the game.

On the evening of the 20th, the Massachusetts Special Commission on Shell Fish held a fisherman's meeting in Chase Hall that was attended by about fifty fishermen. Donald W. Nicholson of the Senate presided as chairman and spoke on possibilities of increasing the supply of shell fish in general, mentioning the fact that there was no immediate danger of the State taking control, and asked for suggestions from the fishermen of the island.

Messrs. Frank Miller, Leland Topham, Ed. Travis, Clinton S. Orpin, E. Z. Ryder, Ed. Whelden, Capt. Albert Greek, Marshall Barrett, Charles Blount, and last but far from least, Representative Arthur W. Jones, gave what suggestions and help they would to the Commission.

On the night of the 21st, the fishing schooner *Mildred M. Foley* met her fate about five miles off Great Point Light. A fire started by a short circuit in the wiring system, drove the crew to the dories, and by chance at about 10:45, from a distance of about fifteen miles, Ye Scribe saw her, apparently, blow herself all to pieces.

C G 282 ran down to her and picked up Capt. James J. Foley and her crew of four men, and later took them in to New Bedford, while C G 137 stood by and took charge of the hull.

Cosecata Station crew went off to her and assisted, and at seven A. M., of the 22nd, the cutter put off from New Bedford to administer the final charge of dynamite that destroyed a "menace to navigation" formerly one of the bravest of the fleet, to kindling wood to be burned by beach combers.

## Rhode Island Notes

(Continued from Page 27)

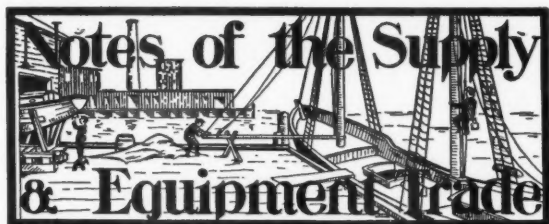
in Seaconnet River. The quahaugers have had no small part in this as they certainly took everything but the bottom. It was not thought that the quahauging would pay as permits to dredge were taken out this last month. Requirements for health permits to ship clams to New York have been made more stringent; one of the new requirements being charts of the areas from which shell fish are to be taken have to be on file with the New York board of health. The new rule only applies to new applicants for permits.

P. F. Remington of Newport, owner of the *M. S. Brinton*, has a new scheme to make his boat pay. He thinks if he can get enough of the engines of the local draggers down for repair work he can keep his boat fishing and make money. The only drawback to this is that his captain and crew makes too many cruises to the Polar regions.

The Bonus brothers in the *Spray* have been doing very poorly Red Dogging lately although they have been doing well in the River Blackbacking.

Jeremia Flynn has been down Nantucket most of the Fall quahauging in the *Harold L.*, after tying up his other boat *Josephine Maria* which he had been dragging with in Narragansett Bay.

Dal Thurston has sold one of his boats, says he will sell another one if he can get the chance. Speak up somebody, here's a good boat 40 ft. long, 22 wolverine.

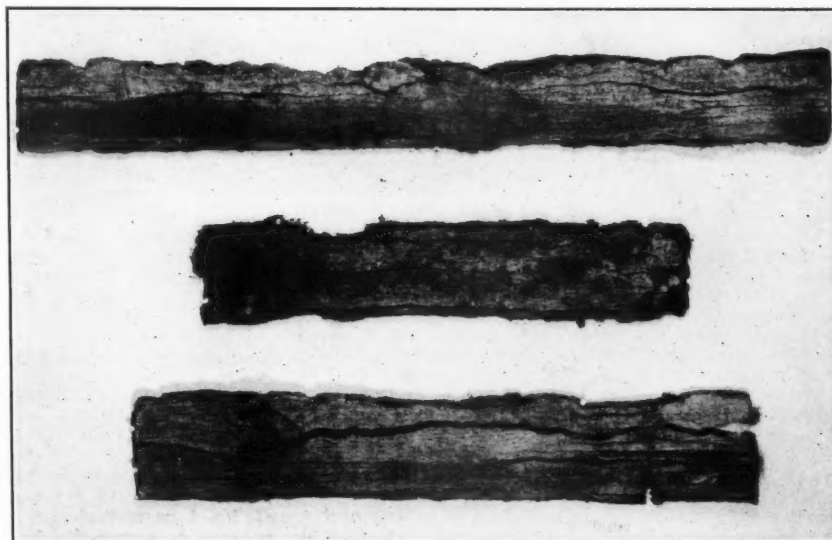


### Stratford Oakum Caulked "Old Ironsides"

THE same care used in building the *Constitution*, the rebuilding of which was covered in the last issue of the ATLANTIC FISHERMAN, seems to have been followed in repairing and reconditioning the old ship at various times in her career, for apparently only the best material was good enough to put into "Old Ironsides", which had done much noble service to the country. An instance of this is shown in the oakum taken out with some of her timbers in the present process of restoration. This Stratford Oakum was in the water at least 31 years, for the old ship was last previously docked in 1897.

The oakum with its fresh pine tar smell is still in excellent condition, in hard closely knit slabs of watertight fabric almost as solid as the timbers it bound together. The grain of the wood is clearly imprinted on these slabs. The effect of pressure and age was to weld it more closely to the wood and make it practically a part of the timber itself.

Pieces of  
Stratford Oakum  
taken from  
the seams of  
"Old Ironsides"



Stratford Oakum, by the way, was put into Commander Byrd's ships—the *City of New York*, and the *Eleanor Bolling* when they were being conditioned at the Tebo Yard of Todd Shipyards for their Antarctic expedition. Oakum gets a hard test in the rigors of a polar sea, and extra good caulking is necessary to insure sound and watertight ships.

### Columbian Rope Company Puts Coal-Tarred Fishing Rope on Market

THE Columbian Rope Company of Auburn, New York, has placed on the market the "Columbian Coal-Tarred Pure Manila Rope," for fishermen. The company announces that it is using a special process in the manufacture of this product whereby every length of line is thoroughly and evenly impregnated. Because, of its preparation, the com-

(Continued on Page 33)

### The Skipper to His Grandson

By Joseph C. Allen

*H*AUL up 'longside yer granther, lad,  
Set down and gam a spell.  
Come closter yet, my eyes are poor  
And I can't see you well.

*I want ter look you over, lad,  
To see that brass-bound coat.  
Fer you're the fust silk-shirted mate  
Our line has set afloat.*

*Your great, great granther carried freight  
In his polacka brig.  
Sence then our men hev sailed the sea  
In every kind of rig.*

*And this here wuz the fam'ly law  
Before my dad wuz born.  
Thet every boy, before he shaved  
Should sail around the Horn.*

*They sailed the seven seas, My lad,  
They drifted near and far.  
To roast upon the Line er freeze  
Beneath the Polar Star.*

*They fought with gales, they fought with sea  
And many a pirate crew.  
They lived and died ez seamen should,  
All men, real men, but you!*

*Yes, you, the fust ter be dragged in  
The starn-port by the neck!*

(Continued on Page 33)



# The Lamentations of Cap'n Josh

By Joseph C. Allen

Letter II

At Sea in The Medicine Chest

**EDITTER:**

It is a darned funny thing about some folks that air bound to be right even if ther wrong, and they'll go to most any length to prove it. Matildy is like that and I don't know how many times durin' the forty year we've sailed together that she has upset all my calculations and most everything jest to prove that she was right from the beginnin'.

I always think of old man Holmes, master of the Fee Jee, South Sea Island packet. He had a row with the mate about the reckonin' and swore that the mate was wrong. To prove it he run the schooner ashore when there wasn't no excuse for it, jest so he could say: "I told ye so!"

Waal, Matildy does things like that; always has done em. Sometimes I almost believe that her top-hamper is gettin' slacked up a mite.

Taint no use for me to try and remember all the scrapes that woman has got me into, but the last one was as bad as any and its kept me under cover and below decks for a week.

Ez you know, a ship always carries a medicine chest and all the drugs and medicine aboard are kept in it. Each bottle has its number and place and is always kept there if the master is what he should be. The reason bein' that in case a label should fall off a bottle, as sometimes happens, he wouldn't dose his men with high-low boric acid in place of parrygorrick.

Waal, havin' got into the habit of doin' things that way aboard ship I've always done about the same at home. We have had a medicine chest in the house and kept the bottles in their places and I have always figgered that I could put my hand right on the article I needed.

But of course, where there's two folks have the handlin' of anything, things'll happen that haint noways on the chart and mor'n once I have ast Matildy to keep her spare hairpins somewhere else after I had grabbed em, thinkin' they was something altogether different.

And at night when I have started for that chest, she has always hollered at me to take a light, which I have most always done, jest on that account.

Twaant more than a couple of weeks ago that I went after somethin' jest at dusk. I didn't bother with no light and when I come out she says to me she says: "One of these here times when you go bargain into that chest without a light, you're goin' to get hold of somethin' you don't want. Likelys not 'twill be pizen and then where'll you be?"

Says I: "Matildy, if I ever git pizenized out of that chest, it'll be your fault for movin' the stuff round and clutterin' it up with your cussed gear that don't belong there!"

"You better pay attention to what I say," she says. "There haint no living person kin pick out them bottles in the dark and I'm jest obliged to move the stuff around to keep you huntin' for it, jest so you will take a light."

The very next day was stormy, I recollected and Matildy was cookin' and didn't care much about havin' me mendin' seine in the galley, so I cleaned out that medicine chest and stowed everything where it belonged. Then I took out everything that didn't belong in there and reported to Matildy.

"That chest is jest as I want it now," says I, "and I hope you will leave it that way. If you need a dose of anything out of it, go and git it, but for Godfrey's sake, leave things as they air and don't stow any more gear in there. I've hauled out a strap-tub full of hairpins, perfumery, tooth brushes and the Lord knows what else!"

She didn't say nothing much and time passed on as usual.

Three days later I slipped on a chunk of ice and come down in a beach puddle, fillin' both boots full. I got home as soon as I could and got dry clothes on, but the damage was done.

Twaant no later than four bells that night when a streak of newrallygy shot through my face and I grunted right out loud. I jumped out of bed and started for the linniment bottle and hot water bag.

"Take a light," sings out Matildy. "Light be blowed!" says I between my clenched teeth. "I know what I want and jest where tis."

Waal, I located the linniment and I slopped her on good.

I rubbed my jaws and the sides of my face, then I filled up the hot water bag and got to bed agin, all without no light.

"You'll do that once too many times," says Matildy as I was settlin' down. "How do you know but what you've smeared your face with essence of peppermint right now."

"I haint goin' to make no such mistakes as long as my nose is in working order," says I, and feelin' easier I went to sleep.

Next mornin' I turned out as usual, feeling alright and went below, where I got the fires goin' and one thing and another. I was a-putterin' round the setting-room stove when down come Matildy.

"Glory to Gideon!" she sung out, "whut on earth have you been a-doin'?"

"Fixin' the fires," says I, "what be you hollerin' your hed off about?"

"You been cleanin' the stove pipes?" she wanted to know. "No," sez I, "I haint done nothin' but take out the ashes and heave on coal. What in tarnashun ails you anyhow?"

"Waal, you go to the lookin' glass and take a sight at yourself," she says, and she sorter sunk down in a chair like a canvas draw-bucket collapsin'.

Course I went and looked and great grampuses, I didn't know myself! My whiskers was as black as coal, blacker if anything, so was my hair, low-down to my ears and temples and there was streaks of black on my face and neck where there waant no whiskers!

"Waal," says I, "I don't know what I've been afoul of, but I guess that plenty of soap and water will bring me back to normal."

So I started in scrubbin' and I scrubbed till I was tired. The water got black and I got more and then still more and every once in a while I'd look at myself or git Matildy to look and see if I was makin' any headway, but I didn't make a mite. That color was there to stay!

Finally it come to me, "Matildy," says I, "have you been a-devlin round that medicine chest agin?"

"Good Lord," says she, beginnin' to laugh. "I'll bet five dollars that you got my shoe polish last night instead of linniment!"

I don't know which one of us got there first, but when we did, the evidence was plain. There was the bottle haaf empty and there was drops of polish here and there on the floor.

I was mad clean through and I talked for most an hour bout it. When I got through I says, says I: "I'm a-goin' to leave this cussed stuff right on my whiskers and I'm goin' to tell everybody that 'tis your doin's!"

"Heave right ahead," says Matildy, "and see who believes you! Everybody is going to think that you dyed 'em to make yourself look younger, and if they don't they'll ask you why in thunder you didn't take a light when you





went lookin' for medicine, sames I've always told you to do!"

And there you see I was, helpless as a stranded porpoise! I knew cussed well she was right, she had proved it, but I knew too that she ought to be dead wrong, only I couldn't prove it, which is most ingenerally the way a man comes out when he tries to argue with a woman.

That's why I've been kep'in' close aboard lately. Folks think I'm sick but I haint, not physically nohow, but I am sick of these devilish black whiskers and of hearing Matildy forever and eternally a-sayin' "I told you so."

CAPT. JOSH.

P. S. I have took my linniment out of the medicine chest and locked it in my bureau drawer, and I ware the key hung round my neck. Cuss me if I git caught twice alike!

## Columbian Coal-Tarred Rope

(Continued from Page 31)

pany states it is especially adapted for the fisherman who may not himself be able to take the time from his occupation to sufficiently saturate his lines with coal tar.

The Company further guarantees that their coal tarred lines are exactly the same high quality lines as their regular Columbian Tape-Marked Pure Manila. The only difference is in the tarring.

## Mug-Up Yarns

(Continued from Page 31)

*Our men hev worked from hawse-pipe aft.  
Ter reach the quarter-deck!*

*They hed ter know a ship them days  
From keelson to the truck.  
Fer officers waant sent ter school  
And "made" by pull and luck.*

*Look at your hand, Thar haint no star  
Er anchor on it, lad.  
In drawin'-rooms er parlor teas,  
I reckon 'twould look bad.*

*But Hell, tis soft and white and weak!  
You haint got any grip!  
A damn poor fin fer any mate  
Thet ever sailed a ship!*

*Could you lay out upon a yard  
And take a tops'l in?  
Could you stand watch fer days on end,  
Haaf-froze, soaked to the skin?*

*Suppose you laid becalmed at sea,  
Yer water runnin' low,  
The crew haaf crazy from the heat.  
Yer skipper sick, below.*

*Red murder stalkin' round the deck;  
You think you'd measure up?  
No! You haint got the strength er guts,  
You scented, haaf-caulked pup!*

*Thar lad, don't let me make you mad,  
Your granthers gittin' old.  
And childish too, I reckon some,  
If all the truth wuz told.*

*He's gone; jest see him swell and strut,  
The damned swell-headed ass!  
Thars few real men in these here days  
Of steam and ile and gas.*

*He fits the times though, I suppose,  
And seems to go it strong.  
But God! A mate with hands like that!  
I guess I've lived too long.*

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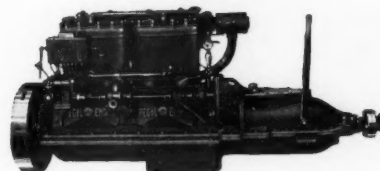
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24-30 H.P.	"GC"	4 "	4 3/4" "	x 6" "
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## With the Vineyard Fisherman

(Continued from Page 28)

small two-men boats. But they have an aversion to working within sight of land and so, get out where the water is really salt. There has been pretty good cod-fishing in-shore, however, and the smallest of the lobster fleet have been out to bring in good fares.

What few salt fish that have been marketed brought rather more than common, so the boys say. One little schooner that has been fishing around the Island for a month, took a trip into Gloucester and came back with this news. It had a mighty good sound although there is scarcely any salt-fishing done by the Island men.

One trap still remains overboard. Harry Peakes is sticking to his guns in the bay and what is more, he is getting some fish. The whiting don't seem to be running much this year, but there are butters and mackerel enough to more than make up for their absence. The butters especially have stayed later than has ever been known before, and Harry has taken a jag at every haul this month. Moreover, the fish that he has taken are much larger than those of the summer run and bring a better price.

Among the deep-legged gentry, things are going on much as usual. All but one of the vessels are busy and a good percentage of the catch seems to run to haddock. It is the schooner *B. T. Hülman* that is laying in port, Capt'n Horace still being interested in land sports. It breaks the heart of an admirer of sea-farers to tell this, but truth must prevail. The capt'n has taken up golf in addition to goose shooting, and no one holds out any hope for him whatever. The idea is, that he seems to be a natural player and has no difficulty in knocking the ball clear out of the country. A slippery looking twine salesman hove in sight a short time ago and mentioned golf to the skipper, and the old man took him up so quick that it knocked him flat on his beamends. That's how doggone bad he is, and he has always been one of the biggest fish-killers of the Vineyard.

Off to the sou-west of us there is still a gang or two of lobster-pots set and tended by our Cuttyhunk neighbors who fear neither the elements, man or the devil. No one knows when they will take that gear ashore, and by the same token, no one knows whether they will ever get it ashore or not. But they are fishing just the same, and getting plenty of lobsters for this time of the year. The chances are that those boys will hang right there until a breeze strikes that will scatter those pots from Hell to Hatteras.

There isn't much to report in the way of news. It is stormy weather, as a rule, that makes news stories, and we haven't had a real blow for nearly nine months. There hasn't been any weather to upset or smash up gear or fishing boats, for the entire season. Pots have cruised and been stove, but neither lost or ruined, except by hand or propellers of man. Trap nets have been split too, but it was not from the sea particularly, but from rafts of weed, or drifting wreckage.

The only breeze we have had sent several pleasure boats onto the beach and rocks, and a couple of them were badly wrecked. But they just happened to be anchored to light moorings and outside of all shelter where the full strength of the sea hit them. No, it is a fact, that we have had a quiet season as far as weather is concerned.

More talk of a change in the draggers' lay at New Bedford. The owners want to cut out the "broken 40" lay, while the fishermen hate to let go of it in favor of the "clear 40" that the owners want to establish. This is the second time that the question has come up within a few months and its a cinch that something is coming from it. Naturally the fishermen don't take to it kindly, but on the other hand it is likely to mean larger vessels and bigger trips to share. Oh well, we're not taking sides in the debate, this particular scribe has never owned a vessel and can't be expected to realize what a burden such ownership constitutes.

Glad to see that Nantucket is represented in the Atlantic Fisherman. More power to the strong right arm of the scribe who sends in the news from that island county. She lays close aboard of us, but its too darned far away to hail except by telephone and you know how it is; maybe the line is busy or you forget until you get past the station, or you don't have any nickles or—oh hell, what does it matter; write again, mate.

## Gloucester Gleanings

(Continued from Page 18)

Lapointe, and the other, the *Mary L. Landry*, will be commanded by Capt. Simon Landry.

Schooner *Evelyn G. Sears*, while bound out of the harbor from her berth at the Pew wharf recently, hit the ledge at the western end of Five Pound Island, pounding a hole in her bottom, nearly amidships. The craft was forced to lay on the rocks all night, and in the morning was hauled off and put on the railways for repairs.

The Schooner *Mildred M. Foley* of New Bedford is a total loss due to an explosion and fire. A terrific explosion, which was heard ashore, is believed to have preceded the fire, which engulfed the entire ship. The vessel, valued at \$20,000, is a total loss.



Captain  
Jerry E. Cook

Shooting flames in Boston Harbor, off Bird Island flats, between Governor's Island, after the engine backfired, shortly after midnight on the morning of Nov. 22nd, the beam trawler *John R. Ericson*, commanded by Ralph Lewis and manned by a crew of nine men, was in danger of sinking as Coast Guardsmen rushed to their assistance.

Andrew Jacobson, second engineer of the trawler, was taken to the Chelsea Memorial hospital, where he died as a result of burns he received from the fire.

The *Ericson* left the Boston Fish Pier at midnight for the fishing banks loaded with 2600 gallons of gasoline. At the lower end of Bird Island flats the engine backfired and soon the craft was engulfed in flames.

The crew had a stubborn battle, and other members besides Jacobson suffered burns, but insisted upon continuing their fight against the flames. The craft was towed back to the pier, where it was found her chief damage was to her engine room.

After being tied up at the United Sail Loft Company's wharf since last March, the beam trawler *Gemma* sailed on Nov. 27th for Boston where she will go on the drydock. The *Gemma* has been thoroughly reconditioned and after she comes off the drydock, she will sail on her maiden trip under the command of Capt. Stephen Post.

## Long Island Items

(Continued from Page 28)

well as obstructing the waterway. Nine large hulks of barges and steamers are laying here abandoned by their owners.

Greenport had a severe waterfront fire recently when a coal pocket and neighboring lumber yard were destroyed. The four-masted schooner *Charles N. Struven*, of Baltimore, with Capt. Spurgeon S. Tyler, his wife, May, and their 18 months' old son Spurgeon, Jr., aboard, caught fire. The fire boat *Hewitt* towed the schooner up Newtown creek, where they were rescued. She was loaded with lumber and had docked only a day or so before. The *Frederick Savin*, another vessel also took fire. Four fireboats were on duty and again proved their value as a means of fighting the waterfront fire.

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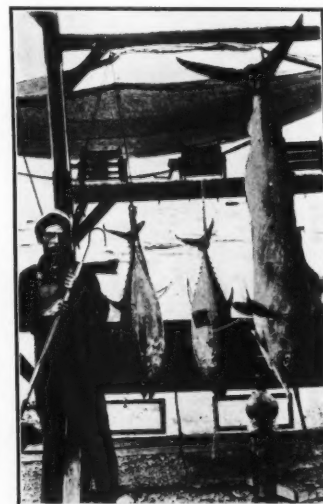
## Maine Activities

(Continued from Page 17)

The scallopers haven't begun to operate around Casco Bay yet as they are busy furnishing clams for the clam factories before ice forms along the shores and while digging is easy. November 1, however, found a fleet of 35 boats striking out for the scallop beds of Penobscot and Bluehill Bays. Through November they averaged 35 to 50 gallons a day for the big boats and 12 to 15 gallons for the smaller craft. Cap'n Charles Carver's crack *Madeline* and *Flora* made the record for a day's catch, bringing in 60 gallons. Rodney Feyler, the commission broker who handles the catch of the entire fleet, always noted for his cash payments and fair dealings, has been paying the fishermen \$2.75 a gallon or \$1 more than he paid for the similar period of scalloping last year.

Thomas H. Dow, who has been foreman of the East Orland Fish Hatchery for nearly 15 years, has been appointed superintendent of the U. S. Fisheries Station, at McKown Point, Boothbay Harbor, formerly the U. S. Fish Hatchery.

The Portland Fish Company, one of Portland's younger wholesale fish enterprises, has added lobsters to its line.



*A swordfish and two small tuna such as were brought in to Portland*

It has had cars built, is now negotiating for a pound on the eastern coast, and will own its own smacks in the near future. It already owns the *Pofisco*, one of the finest fish boats on the coast.

A. G. Adams, of the U. S. Fisheries Station, Boothbay, has again been detailed to assist the Florida Fish Commission in the propagation of shellfish and is now engaged in active service in that state.

The flounder dragers *Alice M. Doughty* and the *Barbara* have both recently brought up several bushels of hard coal near Seguin. For more than half a century coal has washed up on the shores of Seguin and on the mainland at Popham Beach. Speculation has long been rife as to whether there is a vein of coal along the sea bottom at this point or whether the fuel comes from some coal laden vessel that might have been wrecked there so long ago that the oldest inhabitant fails to recall the incident.

Captain Reuben E. Doughty, of the schooner *Alice M. Doughty*, met with serious loss in early November when his fine all-the-year residence at Long Island caught fire from unknown cause and was totally destroyed with much of its contents.

The old Casco Bay fishermen call the younger chaps spleeny for not going winter fishing as their dads and granddads did before them. The young fellows themselves say there is nothing in winter trawl fishing from a small Hampton boat. Anyway, this fall finds Sidney Doughty the only Hampton boat fisherman planning to trawl fish through the winter where a few years ago there was a fleet of 20 sailing out of the harbor at the West End of Great Chebeague.

I notice a new wrinkle among the Hampton boat fishermen of Casco Bay. In cold, windy or wet weather, they run a long pole from the bow well aft to a pair of shears, then over this is buttoned tightly a canvas covering. It keeps out wind and water, protects the motor from spray and furnishes a fairly warm shelter for the boatmen. As the Hamptons have grown bigger and power plants more pretentious, however, there has been little heat to depend upon. In the larger Hamptons most of the motors are big four-cylinder, jump-sparks. Mufflers are small and little warmth emanates from the power plant. With the old one and two cylinder, make and break engines, the big mufflers were almost as good as stoves. To offset this the boatmen are now carrying the canvas covers back several feet aft of the end of the ridge pole so they fall on the stern. They steer by putting their heads up through a hole cut in the canvas and present rather an odd appearance.

There seems to be a winter exodus of fishermen and their families from the islands of the bay to Portland. Some of the boys who have hauled out their Hamptons have signed on the vessels which tie up at Portland, while others who use their own boats of the 40 to 60-foot type for gill-netting, trawling and dragging can work to better advantage from the mainland. From Great Chebeague have gone Captain Gus Dyer and family, Henry A. Dyer and family, Stephen Calder and family, Captain Lewis Miller and family, Edmund Doughty and family, Harold Ricker and Almon Hutchinson.

Cush Pomeroy and wife, of Great Chebeague, have returned from a month's visit at Bass Harbor. Cush will have his father's Hampton housed over and use her this winter for miscellaneous fishing pursuits.

The majority of the small boatmen quit trawling about the first of November and devote themselves to the clam flats until well into January or even later if the shore ice does not cover the clamming areas. They are being paid 65 cents a bushel for clams on the beach or 75 cents a bushel delivered at the Portland clam canning factories. As clams of any size, big or little, or even with broken shells are all right for canning as long as they are fresh, the diggers waste no time in culling and count everything they get as clear gain. The Casco Bay clam flats have tided a lot of families through what otherwise might have been mighty lean winters.

Just prior to the close of the horse mackerel or tuna season in the Gulf of Maine the fishermen reported seeing quite a number of really small tuna. Nearly 300 pounds were brought in by a gill-netter and unloaded at the Willard-Daggett Co. wharf. They had become snarled up in the nets and weighed from 30 to 40 pounds apiece. This is the first time that any small tuna have been taken in western Maine waters. The Bureau of Fisheries reports say that practically no small mackerel or tuna are found in the Gulf of Maine, the average fish running from 400 to 800 pounds. A few skeptics claimed that these small fish were not true horse mackerel but bonitos. A fishery expert, however, pronounced them absolutely horse mackerel. The resemblance is close but the distinguishing marks are plain to those who know one from the other. The presence of these small tuna will doubtless encourage the sports fishermen who so far have been unable to subdue one of the regular harpooning size variety with rod and reel.

When Edmund L. Doughty and his son Calvin, Portland fishermen, slowly limped back to port Tuesday morning, Nov. 20, they brought with them a story of hardships and narrow escape from death in the heavy seas off Cape Elizabeth. On Monday Donald Doughty, another son, with Frank Horr, left port in their own Hampton accompanying the other boat. They became separated in a heavy fog which shut down. Donald, knowing that his father's motor was bothering, did not like to return alone so he and Horr cruised in great circles until their fuel ran low. They stopped at the Cape Elizabeth Lightship and were given a fresh supply which enabled them to continue the search until dark when they returned home.

Meantime the elder Doughty and Calvin fought all through the night to keep afloat. The engine had broken down and the heavy seas half filled their Hampton three times. Vigorous bailing saved her from sinking. Once the disabled boat drifted into the breakers off the Cape but fortunately escaped the rocks. Finally, at daybreak Doughty had managed to repair the engine so it would run in a half hearted manner which proved sufficient to bring him and his son back home.

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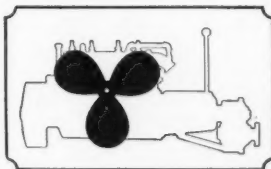
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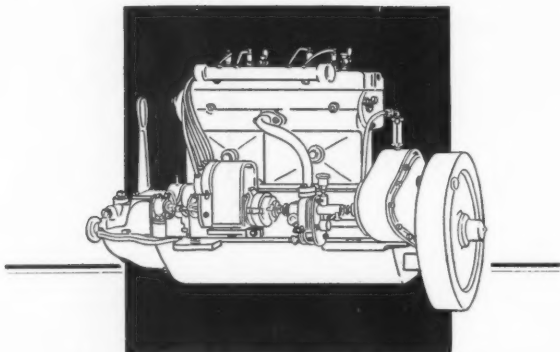
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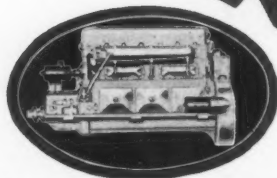
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